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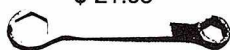
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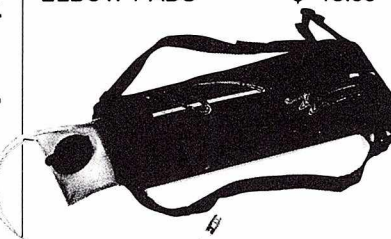
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TRAIL RIDER

M A G A Z I N E

October 1991
Volume 21 Number 10

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P.O. Box 129

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Printed in the USA by

GraphicData

Mount Laurel, NJ

Type output by

Another Way, Inc.

Berlin, NJ

*The advertising deadline
for the January issue is
November 19, 1991*

On the cover: Fred Hoess scrambles up a loose rock hill outside of Bergamo, Italy, on the new Husky 360WXE. Bergamo was the site of the ISDE in the past, and it is either straight up or straight down. It's murder on tires and horsepower, but the Huskys worked okay.

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Warning: Motorcycles are hard, unyielding objects at best, and the flesh is weak. Crashing on a motorcycle is always hazardous, no matter how many times you've dusted yourself off and walked away. Protective gear is a good idea for even the most careful rider. Wear gloves, goggles, a helmet, sturdy boots and anything else you can wrap around your body without sweating away to nothing. And please be careful.

Trail Rider Magazine (ISSN 0892-3922) is published monthly at 64 Cutchogue Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 129, Medford NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canada and other countries please add \$5 per year for additional postage. Copyright © 1991 by Trail Rider Magazine. All rights reserved. Nothing in this magazine may be reproduced electronically or biologically without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Second class postage paid at Medford, NJ and additional mailing offices. **POSTMASTER: Send address changes to Trail Rider Magazine, P.O. Box 129, Medford, NJ 08055.**

CLIMBING MOLE-HILLS

By Paul Clipper

Tom Able looked again at the map. Brushing away a couple of green-head flies that had been using his draft as an easy ride through the woods, he squinted closely at the mass of lines that made up the topo map he'd been using to orient himself. Trouble was, he was having a devil of a time figuring out exactly where they were. As accurate as USGS maps are purported to be, when you get right down onto the dirt, they fall far short of perfect. He could hear his friend Norm rustling around in the bushes a few feet away. Every now and then he could hear a muffled slap as another fly met its doom. They were voracious and brave, as insects go, but they really weren't very smart. Or fast.

"Ouch!" said Norm, as he stretched to reach the middle of his back. "Hey Tom, are you ready to go yet?"

"Almost, almost. The map got us close to where we want to go, but now it's starting to screw up."

"Wouldn't have anything to do with the fact that we left the last dirt road 30 minutes ago, would it?"

"No...I mean, yeah...I know where we are, and what direction we're pointing, but we could be anywhere within a big circle here."

"Okay," said Norm, "Then I've got an idea. Let's run the edges of the circle all around and see if we can get a handle on the area."

"Good idea," said Tom, rolling up the map. "That way we can follow the contours and see if we can figure it out any closer."

Tom packed the map into the tube mounted on his crossbar, and they both fired up and lurched forward through the brush. Tom and Norm had done plenty of exploring before, so being temporarily lost didn't really bother them. Actually, they weren't lost; not at all. They were "off the map," as they liked to say; in the spaces be-

tween the double dotted lines that marked the location of roads. When the terrain was more or less featureless, which this was, without so much as a contour line to bounce off of, they would find themselves in a plain white area, and the only way to the objective at that point was dead reckoning.

They broke through the low scrub within 100 yards, and found themselves in an open woods, pine needle carpet and very little brush in the way. Finally! Some riding to be done!

Tom roosted into the lead, cutting a zig-zag trail through the trees,

with Norm close behind. They forgot about their intended direction for a couple of minutes, and darted blindly across the clearing. Seeing some dense brush coming up, Norm took the advan-



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tage and stuffed Tom into a tight patch, then showered him with pine needles as he roosted off. Not to be outdone, Tom quickly recovered and took up the chase, catching his partner and trying his best to return the favor. They rode like this for at least ten minutes, until they had exhausted the potential of the area, and then both paused automatically. "This way!" Tom shouted, and tore through a wall of brush at the same pace they had been riding.

When Norm caught up to him, 100 feet later, Tom was brushing himself off and laughing, as his bike sat with its front wheel buried in a mudhole. "Yo Norm," he called out, "what do those little symbols on the map stand for, the little blue spiky things with the lines under them?"

"Uhh, I think they mean 'swamp.'" Norm said, surveying the marshy scene in front of Tom's bike.

"Well, at least we have a landmark." Tom said, as they dragged his bike back out of the soup.

A quick look at the map revealed that they were not where they were supposed to be, since they were looking for high ground, rather than low. With renewed vigor, they resumed the search.

Rarely did Tom and Norm just go out riding. Usually, they had a quest in mind. Like today, they would pick out a spot on the map and go out in search of it, riding the bikes until it was no longer possible, and then continuing on foot. Following the details on topo maps, they had "discovered" deep pools in streams (great places to fish!), ruins of old towns, and small secluded valleys. The old towns were the easi-

est to find, since they were always serviced by some sort of road, and it was just a matter of following a dirt road to a remote intersection and looking for cellar holes.

This time, they had a more lofty goal in mind; a place called Stone Mountain, the highest peak for many miles around. According to the contours on the map, the mountain rose abruptly out of a featureless landscape, and it was apparently surrounded by dense woods. They were getting close, but it was obvious that they were not going to get there on two wheels.

"You'd think it'd be a little easier than this to find a mountain," he continued, as they waded through wild blackberries. "Are you sure this place is still here?"

"Well, it exists on the map." Tom replied, stopping and leaning back on a thicket of high-bush blueberries. "I swear we oughta be climbing the side of it any time now."

Sure enough, within 50 more yards they could feel themselves advancing up a grade—and then just as quickly heading sidehill down a slope. "Wait a minute..." Tom said, "we just glanced off the eastern corner of it. Head back and make a left, and we should start scaling the side."

They took the more careful path back, and were soon climbing up a definite grade; like the contours on the map promised, it was a very steep slope on the way up, and they still had to fight their way through bushes and scrub. The terrain seemed to level out slightly, and Tom stopped and studied the map.

"I sure can't wait to see what the view is like from the top." Norm said. "The way this hill

pops out of the map we oughta be able to see for miles!"

"Yeah," said Tom, still buried in the map. "Hold on a second, wait here while I scout in this direction."

He bushwhacked off to the west, while Norm stayed back and tried to look around. In any direction there were nothing but trees and bushes, some higher than his head. He was beginning to wonder if there was anything to see other than green, when Tom shouldered his way back beside him.

"Well, buddy, take a look around!" he announced, "You won't get higher than this for miles around here!"

"You mean..."

"Yep! We're sitting on the peak, right here! Stone Mountain, highest spot in these parts, at a lofty 166 feet above sea level!"

"Welcome to mountaineering in New Jersey." Norm replied, scanning the thicket they occupied. "I imagine there might be a view here, if they cut down all these trees!"

"Don't worry, they will." Tom assured him. "Sooner or later they'll grind all this up for a 'luxury' housing development, and then you'll be slapped in chains for just trying to get near it!"

"Well, then I'm glad I saw it while I still could." Norm said with a grin. "Now let's go riding!"

Taking a last look around, they shoved back through the bushes and toward the bikes, certain by now that they were descending Stone Mountain, the highest peak in the county. □



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MISSING ADS

There was a rumor going around last month that the ECEA's Beehive enduro had been canceled. Well, we were just there this weekend, and it certainly wasn't. The reason for the ugly rumor was that there was no ad for the event in Trail Rider, which had religiously run the Beehive ad for the last five years or so. What went wrong? We dummied up. Gene Jost of CDR asked us to run the ad, and we plumb forgot to write it down. Our dumb mistake, and we apologize to Competition Dirt Riders for any confusion it may have caused.

On the same vein, you didn't see an ad for the Little Rhody enduro last month, but not because we forgot. The Rhody Rovers did call for the ad, but they called about two days too late, and the magazine was already done. Hey, deadlines are a necessary evil around here, guys; without them we wouldn't have survived this long!

If your club has an upcoming event that you would like to promote, write down this number: (609)953-7805. Just call in plenty of time for the issue deadline (15th of the month, two months prior to publication) and let us know. We would call ourselves, but it is nearly impossible to get in touch with the right club member during business hours. Better you should all have our phone number.

LOST GEAR

NETRA rider Greg Spear called us to let us know that he lost a black duffle bag full of gear at the Union hare scrambles, in Stafford, Con-

necticut on the 18th of August. In the bag were new KTM pants, jerseys, elbow pads, various pieces of gear, and a \$900 custom-built CTI knee brace. Needless to say, he really wants the CTI brace back. Knee braces do about zero good to anyone other than the person it was built for, so it's just about useless to anyone but Greg. Someone must have found the bag, it's hard to believe that any decent NETRA member would steal something from another.

Greg is desperate enough that he'll accept just the knee brace, no questions asked. If you have information—or a CTI knee brace laying around—contact the NETRA office at the address on this page.

ELIMC CLEAN-UP

The Eastern Long Island Motorcycle Club sent us a quick story not too long back about a clean-up they held at one of their club riding grounds. The New York Department of Environmental Conservation grants the club permission to ride in a Navy co-op area that the DEC manages. Club members saw the trash building up in the area, legacy of all the non-riding public locally, and decided to do something about it.

Club president Mike Malvasio and treasurer Peter Brey talked to the DEC and received permission to do a full-scale club cleanup. For the effort, club member Jim Rubino donated a 30-yard dumpster to the effort, and Jim's wife Cindy came through with coffee and donuts on Sunday.

They had no trouble filling up the dumpster. After just three hours of work they'd collected everything from refrigerators to phone books, and left a much cleaner environment. The only thing to do at that point was get into the gear and ride, which they promptly did!

Next year, ELIMC plans to repeat the effort, and will be asking the local hunters who use to area to pitch in.

—Reported by Karen and David O'Sullivan, photo by Bill Adamchik



OKAY FOR ENDUROS IN CT

The NETRA News reported this month that they had a successful meeting with Deputy Commissioner Tom Dudchik of the Connecticut DEP, and that they now have at least verbal assurance that NETRA will be able to run all the planned Connecticut enduros this fall. Attending the meeting was NETRA lobbyist Jim Duffy and representatives of the Connecticut Motorcycle Dealers Association. In the meeting, NETRA mentioned that it would be willing to put

on benefit rides to help pay for maintaining the parks, which was a well-received suggestion.

In the article, NETRA expressed its thanks to all members who contacted the state to express their concern for the forests. The mail and phone calls really helped with the DEP.

BE THERE, BE AWARE

The two enduros affected by the above (for this fall) are the November 3 Black and Blue enduro, and the Salmon River enduro, scheduled for December 1. Naturally, after all this hard work, it would be a good idea to attend these events and show your support for Connecticut parks and forests, as well as NETRA. But if you do so, make sure you do it right. Connecticut state law requires that enduro bikes be registered as road bikes or registered under Connecticut trail bike rules (contact the NETRA office for requirements), so don't bring any race bikes with trailer plates wired to the back. If you

have a legal tag and registration from out of state they'll accept it no problem, so come on up (or down).

Also, make sure your bike is quiet. Connecticut is a pretty populous state, and there's always other people in the woods, so plan to minimize your impact by making as little noise as possible.

COMING RIDES

The events this month are varied yet diverse, and not to say dissimilar. In the ECEA, the Sandy Lane is your best opportunity to do some serious sand whipping, as the leaves start turning brown and the tree frogs go back to wherever tree frogs go. It's on the sixth of October. Also in the ECEA is the Delaware National Enduro, the east coast's only national this season. Go down to ride the Delaware trails, or do it just to spectate. The autumn colors are usually fine for Delaware, and there's a certain snap in the air.

Dual sports we got, too. Northern Virginia Trail Riders are putting one on, in northern Virginia, we suppose, and the Ithaca Dirt Riders have one going off in the Speedsville area. Both of their phone numbers are in the calendar.

NETRA has some spectacular fall-foliage events this year in October. No doubt the best one is the Cidah Run North turkey run in North Conway, New Hampshire. This happens in the middle of the White Mountains in the peak of leaf-peeper season. We understand that last year it was unbelievably beautiful, an excellent ride, and extremely crowded with tourists...but worth it. It happens on the 13th. Next is the Cape Cod Dual Sport, an event we rode last year and enjoyed, just in time for leaf season on the Cape. Roll up there on the 20th, but only with a

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	Series P.O. Box 338 Fayetteville, NC 28302 (919)867-5219
East Coast Enduro Association (ECEA) 1380 Route 70 Browns Mills, NJ 08015 (609)893-7294	American Motorcyclist Assn. P.O. Box 6114 Westerville, OH 43081-6114 (614)891-2425
Virginia Championship Hare Scrambles Series (VCHSS) 114 Holloway Drive Smithfield, VA 23430 (804)255-4620	Southeastern Enduro and Trail Riders Association (SETRA) P.O. Box 1935 Roswell, GA 30077-1935 (404)532-6832
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	New York Hare Scrambles Series (315)682-8017
Potomac Motocross P.O. Box 156 Budds Creek, MD 20650 (301)475-2000	District 4 Enduro Comm. (NY) 568 Whittier Road Spencerport, NY 14559 (716)594-0384
Racer Productions (AMA GNCC Series) Route 7, Box 459 Morgantown, WV 26505 (304)594-1157	District 6 Sports Association P.O. Box 554 Lebanon, PA 17042 (717)272-6896
North Carolina H.S.	Blue Ribbon Coalition P.O. Box 5449 Pocatello, ID 83202 (208)237-1557

WHERE TO RIDE

October

10/5-6 Forest Festival GNCC
Elkins, WV
10/6 ECEA Sandy Lane Enduro
Greenbank, NJ
10/6 NETRA CATRA II
Fishouse, NY
10/6 Tri-State Turkey Run
Winchendon, MA
10/6 North Carolina Hare Scrambles
Brown Mountain, NC
10/12 NETRA Sleepy Hollow Jr. Enduro
Brimfield, MA
10/13 Cidah Run North Turkey Run
North Conway, NH
10/13 North Carolina Hare Scrambles
Cane Creek, NC
10/13 VCHSS Peninsula 100 Classic H.S.
Newport News, VA
10/13 Northern Virginia T.R. Dual Sport
(301)937-8186
10/19-20 High Point GNCC
Mt. Morris, PA
10/20 Cape Cod Dual Sport II
W. Barnstable, MA
10/20 North Carolina Hare Scrambles
Wisco, NC
10/20 Ithaca Dirt Riders Dual Sport
(607)539-6149
10/27 Delaware State National Enduro
Bear, DE
10/26 NETRA Kingsbrook Jr. Enduro
Palmer, MA
10/27 Pachaug Turkey Run
Central Village, CT
10/27 NY Thunder Ridge Hare Scrambles
South Edmeston, NY

street-legal dual sport bike. They will be very strict about this. On the 27th will be the Pachaug Turkey Run, an easy loop we've reported on in the past, happening in southeastern Connecticut. It will also be pretty there, but a lot less crowded than New Hampshire or Cape Cod. All great rides.

The NETRA enduro for October was the Quaboag, but don't go, because it's been canceled. Instead, the Tri-State Trail Riders are putting on the Tri-State Turkey Run in Winchendon on the sixth. This is a great ride, not too difficult and in fine terrain. The NETRA hare scrambles season will close with the CATRA II hare scrambles up in Fishouse, New York, courtesy of our buddy Vince and the gang. CATRA happens on the sixth as well.

Junior enduros for the month are the Sleepy Hollow Junior, on the 12th, and the Kingsbrook Junior on the 26th. Down in Virginia they'll be running the Peninsula 100 Classic hare scrambles, and it is just your style if you like your woods riding tight. The Pen 100 is on the 13th. Lots more things are happening around here; check the *Where to Ride* box for all the ones we missed.

HATCH ATTACK III

Steve Hatch has sent us even more race results sheets, courtesy of his sponsor, Moose Racing. We haven't got room to print it all here, but boy, has he won a lot of stuff! □

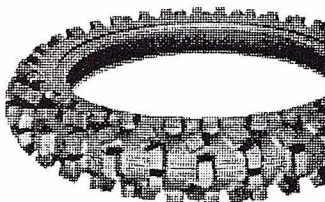
YOKOHAMA OFF-ROAD TIRES SUPER TERRAIN

TIRE TALK by Stio

Examine tires closely. Some tires may have developed tiny little hairline cracks in the sidewall area. Sidewall cracks are generally regarded as cosmetic only and of no consequence. Examine your tires tread for oil damage, rock injuries or embedded sharp objects. Deflate the tire on the rim so that you can flex the tread to determine if injuries or cracks are present. Should tread damage or deep cracks be present, the tire should be trashed. Reinflate to owners manual pressures. Tires that have been patched or plugged should also be removed and discarded, even if they still hold air. Patches and plugs are temporary repairs only. Really, we are not trying to sell you anything here, simply to give you advice that is in your best interest. Do not use last years patched tubes. Finally, under no conditions do we recommend installation of any liquid additives to motorcycle tubes or tires, for either balance or flat prevention. Pirelli says No Liquids in motorcycle tires and will not warranty any tire that has had liquids inside.

BERMBUSTERS!

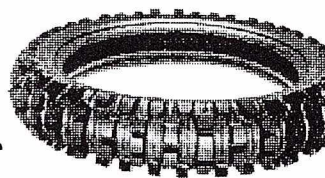
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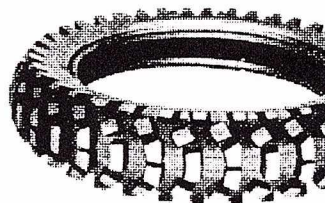
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110/100-18 120/90-19•
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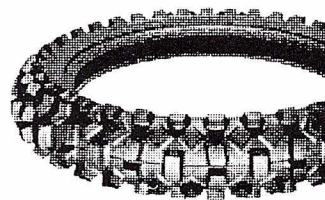
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THE REST OF THE WORLD

HELP IN KENTUCKY

The Daniel Boone National Forest is in the process of revising its trail management and travel management plan, according to a release we received, penned by the AMA. The trail/travel management plan is a little unique, in that it describes where motorized travel or recreation can take place. If a trail or area is not in the plan, it effectively doesn't exist, and can't be used for motorized recreation.

Naturally, there are at least two "environmental" groups opposed to motorized recreation, who are pushing to have this plan approved with no allowance for OHV recreation management, so there's a lot of work necessary.

If you are familiar with the area, and have ridden or do ride there, sit down and write a letter describing the trails or area you ride in, explaining how important this area is to you. If you can identify the trails or roads by name, all the better; best yet is to identify the area on a topographical map, photocopy it and send it along. The object is to get all these areas included in the plan.

Write to the Forest Supervisor, Daniel Boone National Forest, 100 Vaught Road, Winchester KY 40391; (606)745-3100. Call if you must, but a letter is better.

EFI TWO-STROKE

ATK recently sent out a press release telling that they just signed a contract with Ty Davis, Western Region 125 Supercross Champion. Ty will compete in a variety of hare and hounds, hare scrambles, SCORE events and national motocross events. That in itself is not so unusual, but the release also coyly mentioned that Mr. Davis will also "work extensively on the development of an ATK Electronic Fuel Injected 250 Supercross bike." Oooh, we just love it! We'll be the first to burn our carburetors!

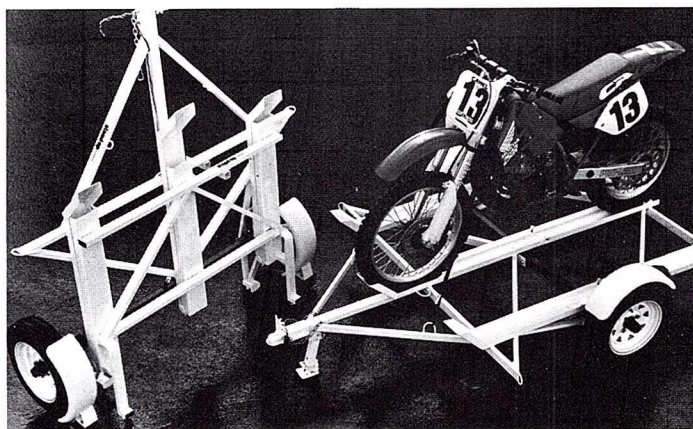
COOL TRAILER

Whoa! We just received a release from Kendon Industries about a new trailer they're making. Three rain, 235 pounds, 1000-pound capacity, 8-inch tires, rubber suspension system...and it folds up to store in minimal space in your garage,

out of the weather! It also appears to come in an ice-white paint job, so it'll always be cool to the touch when you sit down on the rails to pry your boots off. Suggested retail for the Stand Up Motorcycle Transport is \$899, and you can learn more from Kendon at (714)630-7144.

HAVE FUN, GEORGE

Also as this is being written, we're crumpling up an invitation from George McMahan to come and ride the Silverton 350 in Colorado with him. We did it last year, and it was more fun than burning ants with a magnifying glass. Sorry we



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HEADING FOR THE SIX DAYS

As we frantically push this issue towards its deadline, it happens to mind that something needs to be said about the '91 International Six Day Enduro, an event whose name pretty much describes the whole thing, which is going to happen next week in Povaska Bystrica, Czechoslovakia. On this very day, the team members and support personnel (otherwise known as spectators and relatives) are boarding planes and heading off on The Tour, the legendary annual pilgrimage to parts unknown and fates yet decided. There, but for a crushing pile of work and decidedly empty pockets, would go I.

I'm very close to the Six Days here, and especially the Czechoslovakian Six Days, because that was the first ISDE I attended, back in 1982. Before then I was a rabid Six Days addict, devouring everything written about it and never being satisfied that I had read enough. The closest you could come to a feel-like-you-were-there report on the event came from a guy name David Swift, who crowned the masthead at the

original Dirt Rider magazine, the one printed by Challenge Publications (and actually, the first place I had a job in this business, but that's a different story; save it for the autobiography). Swift had a severe kink in his psyche, and a penchant for trying to tell the truth, and his many stories on the qualifiers (back in '73 and '74) and the Berkshire ISDT in '73 still stand as some of the most up close, best writing ever on the subject. I wish I had met him, back then, but I came along later.

So this year we're going back to Czecho, the event us Americans almost won overall, as I've told you more than once. We have as good a team now as we did then, with Randy Hawkins, Kelby Pepper, Kevin Hines, Fred Hoess, Dave Bertram and Drew Smith on the Trophy team; and Jimmy Lewis, Steve Hatch, Chris Smith and David Rhodes on the Junior Trophy team. As a matter of fact, this is without a doubt the strongest Junior team we've ever fielded, and word from the inside is that all the support is going to be concentrated on pushing the

Junior team to the overall win. More power to them, and we wish them well. They may just carry it off.

Tons of stories will come out of the 31 riders entered in the event, because Czecho is the place to breed 'em. The Czechs like a technical event, with lots of tough trail to take away route points. None of these girly-man motocross events for the Czechs, and we just happen to thrive on the same type of terrain. The stories will be rife about near misses, rule-stretching, blatant cheating, and abject misery on the trail, and I'm already kicking myself for not being there.

Ah well, maybe we'll just have to do a story on it next month. A mix of nostalgia for the old days from me, salted with news from Peter Ruggiero, who qualified this year, and Drew Smith (his 15th time), and brother Chris and Junior team teammate Steve Hatch. We'll see what we can do about honoring the tradition that Mr. Swift originated back in the days of Pentons, Ossas, and Rokons. It oughta be fun....

AMAZING PLACE

Occasionally, you come across something really unique in this business. We have recently learned of the Dallas-Ricker Complex, a sports-oriented theme park in east Tennessee. Dallas-Ricker features a one-mile motocross track, a half-mile supercross track, a quarter-mile clay oval, and an eight-mile or so cross country course on its 500-acre property. In addition, they have a ball field with dugouts, a large concert stage, concessions, camping, volleyball, softball and soccer fields. It sounds like once you arrive, you're in playland but good! They sent a fistful of race posters, demonstrating that they indeed do have a gaggle of events there. Might be worth a stop on your next trip to Nashville.

Call them and have them send you their promotional literature. You'll be amazed! (615)587-6677 or (615)234-0772.

NATIONAL STANDINGS

As the boys left for Six Days, we finally figured out the National Enduro standings. Jeff Russell (KTM) is definitely leading, with 126 points (after Mississippi). Second is Allen Gravitt (KTM), with 83 points, but a healed Randy Hawkins (Suz) is moving up fast with 71 points. Canadian Blair Sharpless (Suz) is fourth with 67 points, but he didn't ride Mississippi, so he's losing ground. Fifth is Kurt Hough (Kaw) with 65, and sixth is Steve Hatch (Suz), that mild-looking lunatic from New York (57). Jersey boy Kevin Bennett (Hon) is next with 53 points, and eighth is our old friend Kevin Hines (Suz), who is trying to get back on top with only 52 points. George Waller Jr. (Suz) is ninth (52), and Alan Randt (KTM) is in tenth (50). Oh, and Larry Roeseler (Kaw), *Dirt Rider's* Best USA Rider Anywhere, is sitting in 11th place with 40 points. Looks like L.R. should have ridden in Mississippi.

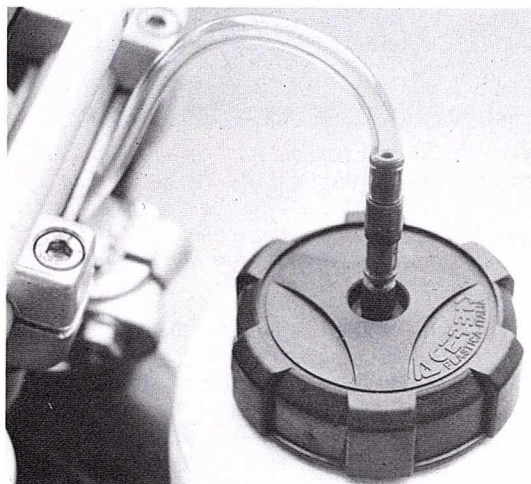
What can we gather from all this? How about that there's a ton of Suzukis in the top ten, and that Jeff Russell will have to seize solid at least once for Randy get his title back. The season ain't over yet, folks.

NEW DO-DAD

And now we bring you a new product from California. Our friend Dave Ekins sent us a photo of a new product he's come up with at Sunline. You know Sunline, they're the people who make the Grip-Grip and all the replacement levers. You know Dave Ekins; his brother Bud did the stunt riding for Steve McQueen in *The Great Escape*.

Anyhow, Dave's got a thing called the Gas Stop. It's a plastic-shrouded brass one-way valve for your gas tank vent hose. It lets air in and nothing out. Great for the environment, but also nifty for your gas mileage if you have to lay your bike over to work on it—the

gas just can't find its way out your vent hose anymore! Nice little piece; it'll retail for \$3.95. Tell your Sunline dealer he better start stocking them. □



from: Jellico Creek ORV Park, P.O. Box 672, Powell TN 37849; (615)938-2980.

have to miss it, but duty calls. Heck of a good ride.

ACERBIS ATTACKS

Have you noticed that Acerbis Plastica appears to be trying to take over the world? The latest word out of Santee, California, is that Acerbis is now distributing the Sidi motocross boot, well known footwear produced by Sidi Sport Italia. We've been partial to Alpinestars around here, but we have to admit that Sidi makes a sturdy boot—why, we just wore a pair of Sidis in the Beehive enduro that were ten years old! Of course, we hadn't worn them in eight years, but what the heck.

Still, plastic of all types, and now boots, too. Where will it end?

Acerbis also sent word that they have a new front fender brace, made out of plastic instead of that nasty old bendable aluminum. It's a good idea, no doubt, but it just seems like we're missing something here...next thing you know, they'll be building the fender brace into the fender, and there you have it.

TOYS FOR TOTS

Jellico Creek ORV park in Oneida, Tennessee, on the Kentucky/Tennessee border, will be holding a Toys for Tots ride on November 3.

THE LEON DUBE MEMORIAL TRAIL RIDE

A Decade of Dedication

by Gary Girolimon

Allenstown, NH 6/8-9

Ten Years of Good Riding... For a Good Cause!" was the motto of the 1991 Leon Dube Memorial Trail Ride. This slogan aptly summed up the decade-long record of achievement set by the Merrimack Valley Trail Riders with this event. Many significant milestones were reached, not the least of which is the amount of money raised for charity in Leon's memory, totaling \$300,000.

The Leon Dube trail ride has generated much in the way of positive public relations for MVTR and the sport. It put the club "on the map" nationally within the motorcycling community, and has earned positive print and electronic media coverage for trail riding in general. This coverage has included yearly televised specials on New Hampshire television.

Although the event is a purely recreational ride, it has, throughout the years, attracted as participants some of the best in the world—riders like Barry Higgins, Kevin Hines, Randy Hawkins, Charles Halcomb, Bruce Ogilvie, Malcolm Smith and Roger DeCoster. It also attracted the self-proclaimed "World's Worst"—Ed "The Duct Tapes" Hertfelder.

Leon Dube passed away in 1980 and was missed by all who knew him. The following year Al Walter, MVTR President at the time, proposed that the club organize a memorial trail ride in Leon's honor, with all proceeds donated to charity. Al spent the better part of the winter of 1981 and spring of 1982 piecing together the route for the first Leon Dube Trail Ride, which was held in August of that year. Ninety riders participated in the event, paying \$12 a head to ride. After all the bills were paid, \$400 was left over. MVTR kicked in an additional \$100 out of club funds and wrote a check totaling \$500 to the American Cancer Society.

The following winter, MVTR was approached by the Multiple Sclerosis Society with the idea of doing the Leon Dube Memorial Trail Ride as a full-blown fund raiser. It was a novel idea which seemed to fit well with the objective. This second event raised over \$14,000, a very

pleasant surprise to both the charity and the club. Jack Noga was the top fund raiser, as he would be for many years.

In 1984, \$13,000 was raised, again for Multiple Sclerosis. Great State Beverages, the local Budweiser distributor, became a sponsor of



Malcolm Smith took time out from his busy world to vacation in New England and ride the Dube. He wasn't sure at first, but afterward was as excited as a freckled prom date. "That is the best terrain!" he told us later during a phone call, "It's very technical and tough, and New England riders ride it so fast! I'm definitely coming back!"

the event for the first time that year and has been with us since.

The following year several changes were made. A switch was made in beneficiary to the Cystic Fibrosis Foundation. Al Walter retired as the trail boss and this would be the first year that the "Northern Loop" out of Bear Brook State Park would be utilized. CF showed their confidence in the event by buying, at dealer cost, a 500cc Husqvarna to be used as grand prize. Their risk paid off, as donations that year topped the \$20,000 mark. The Husky was won

by Chic Beaulieu, a close friend and riding companion of Leon.

In 1986 the Can-Am factory and local "Good-Guy" dealer, Joe Wheeler, of Motorcycles of Manchester, agreed to donate a motorcycle to be used as the grand prize. At the last minute,

Can-Am reneged and M.O.M.'s ended up donating the bike themselves. The 250ASE was won by Dick Bettencourt, who really didn't need it. He put the bike up for auction, with anything over \$1000 going to charity. Allen Tucker ended up buying the bike for about \$2,300.

The next year saw a return to the "Southern Loop" and the addition of some major sponsors, including Honda and Dirt Rider Magazine. A video was shot at this event which sold about 150 copies, with proceeds going to charity. The video was used the following year to promote the upcoming event when the local ABC affiliate, WMUR-TV Channel 9, in Manchester, NH, donated a half hour of air time to the cause. Not only was the video shown, but a live interview segment was included which allowed MVTR the opportunity to further promote the sport. In this televised coverage, trail riders are portrayed as fun loving but law abiding members of the community. Trail riding is shown as a family sport and its enthusiasts as caring contributors to a worthy cause. Channel 9 also covered the ride on the evening news on the day of the event, and has since become a regular sponsor of the 'Dube, duplicating their original contribution each year.

Finally, in 1988, Jack Noga won the grand prize, an XR250 Honda. Jack, who passed away in 1990, was an exceptionally generous person. He auctioned the bike off on the spot with all proceeds going to charity. As usual, Tuck bought the bike.

In 1989, Steven Houran took over the adult ride and routed the event to the north once again. The \$45,000 mark was broken that year. In 1990, a record \$47,500 was raised, which, when added to past totals, put the event over the quarter of a million dollar mark. Honda Family Fun Day was a new addition to the schedule and we were joined on the ride by Roger DeCoster, five-time World 500cc Mo-

tocross Champion.

This year, in celebration of the tenth anniversary of this event, it was decided to run a two-day trail ride, utilizing both the northern and southern loops. Also on tap was a two-day dual sport ride and the traditional Saturday only Junior/ATV ride. On day one, the trail ride and dual sport ride headed north to the towns of Gilmanton and Gilmanton Iron Works. The weather all weekend was beautiful and the views from Whiteface Mountain, a hero section, were spectacular. Kevin Hines rode this section three times. The Whiteface loop features a fun climb up a rocky woods road to the summit. On the way down, a single-track, extremely steep downhill trail snakes its way between trees and over boulders. Kevin rode it without "dabbing."

Lunch on Saturday was catered by Canterbury Shaker Village, a 200 year old utopian community, now preserved as a living museum. At the Saturday night banquet, Dirt Rider's Tom "Wolfman" Webb entertained the troops with a slide show of some of the magazine's best photography accompanied by a colorful narrative.



Although both day's routes were entirely different, by coincidence, each ride ended up at 106 miles, for a two day total of 213. Sunday's ride headed to the south and east, and included many trails that were part of the very first 'Dube' a decade earlier. The first stop-off on Sunday was at Bud Purington's, a friendly landowner who served lemonade to the riders. It so happened that Bud's 70th birthday coincided with the ride, so the pit-mobile brought a huge cake to his house and the route sheet instructed the riders to wish him a happy one. Smitty's Diner in Fremont, NH, served up a fried chicken dinner to the riders at the midway point on Sunday's ride. Malcolm Smith rode with Kevin Hines and



Tom Webb. They were the last riders to leave the lunch stop because "Wolfman" insisted on wolfing down two chicken dinners.

Top: Honda's Bruce Ogilvie steers his dual sport through the deep, dark New Hampshire woods.

Left: Tom Webb felt comfortable in this section. In the typically slimy, rocky woods he was seen re-checking his airline tickets more than once!



Kevin Hines rode the event with Malcolm and "Wolfman" Webb as part of his therapy after his hip injury. Didn't slow him down any.

The last 15 miles of the ride consisted of tight trails, rocks, roots and assorted snot. When Malcolm crossed the finish line at the end of the ride, he flashed a big grin and said, "That was fun!" That sums up what the Leon Dube Memorial Trail Ride is really all about: fun.

EPILOGUE: For many years the driving force behind this event has been Steve Houran, Allen Tucker and Gary Girolimon. At the Saturday evening banquet we announced our retirement. Does this mean an end to the 'Dube'? We hope not.

MVTR is a large club with many dedicated members. At an upcoming meeting the club will be deciding a future course of action. Perhaps the name of the event will be different and the beneficiary changed. Hopefully the traditions set by the Leon Dube Memorial Trail Ride will continue. □

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KTM KILLER!

Building a Honda CR300 for the woods

By Mark Uth

Indian Mills, NJ

I bought a motocrosser this spring with the intention of converting it for use in local (South Jersey) enduros and trail riding. I'll have to admit, The '89 CR250 ran great, with the professional (Pro Circuit) motor and suspension work it had—fast and good in the whoops, compared to my venerable '87 KDX. Of course you could say that about almost any motocrosser compared to the KDX. The friend I bought it from said it needed a top end, but since the compression felt good I rode it for three maintenance-free months smugly satisfied with my astute purchasing skills and luck.

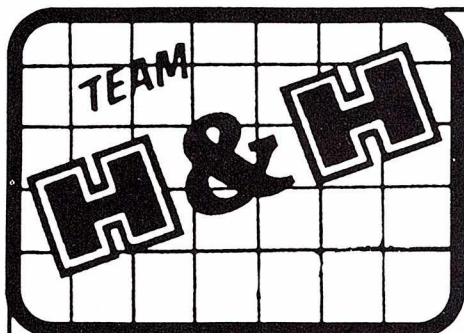
Sure enough the top end began to make some strange sounds, so I set aside a week night and prepared to do top end surgery. As is typical with virtually any dirt bike maintenance, no amount of advance planning, guessing or praying will allow you to have all of the required replacement parts on hand.

In this case, I discovered that my "maintenance free" cylinder had begun to shed its Nikasil coating. Ugh! I knew that the cost of a replacement cylinder would be considerable (approximately \$225), so I began to consider alternatives that might save some cash, or at least give me the feeling that I got something extra for all that expense.

Virtually anyone who's ever owned a non-borable cylinder must have, at one time or another, noticed advertisements in dirt bike magazines and Cycle News by companies such as L.A. Sleeve, Kustom Kraft or Klemm that re-sleeve chrome cylinders. My interest was fueled by an article that recently appeared in one of those aforementioned rags that built and tested a CR300 built by Klemm. I decided that I



Mark poses with his KTM 300 killer. This is the perfect kit for the serious trail rider, and a good way into the Open class.



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wouldn't mind racing the open class (less competition) and consequently boxed up my trashed cylinder for a serious bore job.

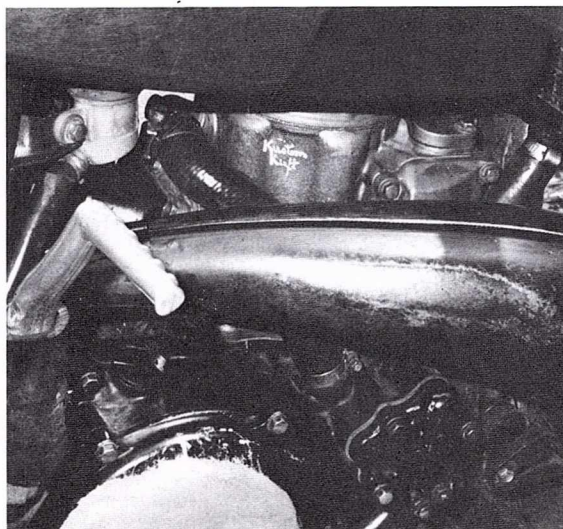
I called the three shops noted above for price estimates. Kustom Kraft of Elgin, Illinois, was willing to re-sleeve my cylinder and provide the oversized top end kit (72mm piston, wrist pin, gaskets, etc.) for \$350; approximately \$60 more than a stock cylinder and top end kit would cost. The L.A. Sleeve version was about \$50 more than the KK kit; the Klemm kit was significantly more expensive, and unwanted because their kit gets rid of the Honda power valves. Kustom Kraft and L.A. Sleeve both modify the shape of the stock power valves and valve guides for use with the 300 kit. I opted for the Kustom Kraft 300 kit and hoped that their promised one week turn around would hold (it didn't). As a side note, the Kustom Kraft 250 sleeve and piston kit was the lowest priced fix and runs about \$20-\$30 cheaper than the new stock cylinder and top end kit.

INSTALLATION

About three weeks later a UPS truck graced my doorway and delivered the big bore kit. Beaucoup thanks to UPS Saturday delivery. The 300 kit provided by Kustom Kraft is not exactly a bolt-on kit. It includes the oversized bore (72mm) Wiseco piston kit (piston, rings, wrist pin, circlips), a head and base gasket, the reshaped head, reshaped power valves/valve guides, and of course the re-sleeved cylinder. My cylinder was returned sans cylinder head studs and a note to grind the collars off of the stock studs. Additionally, the piston itself came with instructions for drilling lubrication holes for the exhaust bridge. I didn't like the cylinder base gasket provided with the kit

so I opted for a stock Honda base gasket which still fits the big bore kit. A stock wrist pin bearing is also needed.

The reassembly of the CR top end was to be a handful to begin with, since the power valves and linkages had to be completely removed from the cylinder prior to boring. In addition, all of the messy water cooling hardware such as radiators, hoses, etc., had to be hooked up.



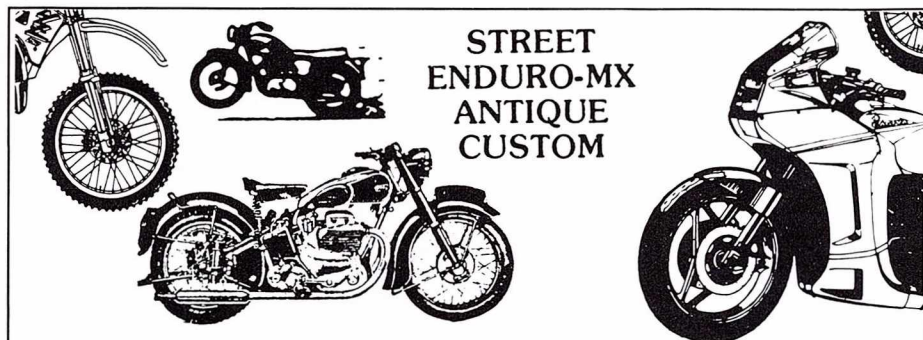
The only way you can tell something unusual is going on is by the Kustom Kraft signature on the barrel. The kit went together as easy as a stock top end, but beware of the power valve alignment.

Drilling the lube holes for the piston is simple so long as a 3/32-inch drill bit is handy. Rather than grind off the collars of my stock cylinder head studs, Cherry Hill Honda managed to hook me up with a comparable uncollared stud, 8 x 50mm Honda P/N 92900-08032-0E. The cylinder assembly has to be thoroughly washed prior to installation (soap and water) since it came back pretty dirty. I applied a light coating of WD40 to quell corrosion.

The cylinder was then slipped on and bolted. Honda owners know that this step requires a great amount of attention to properly align the power valve linkage. That fiasco will not be addressed here, as a whole article could probably be devoted to the HPP linkage realignment and assembly. After I snugged down the cylinder nuts I found that the motor would no longer turn. After bolting and unbolting the cylinder several times (all the while colorfully encouraging the procedure) it was determined that the cylinder sleeve skirt was contacting the crankshaft counterweight. Off came the cylinder, the skirt was filed down slightly, another cylinder

wash, and successful reinstallation.

The rest of the bolt-up was relatively uneventful. Since the cylinder remains stock on the outside, no interference problems were encountered, as expected. All parts except for the cylinder skirt problem noted



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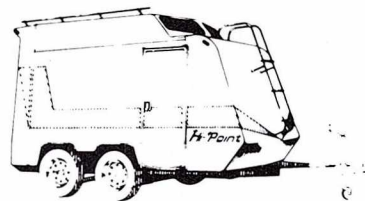
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above went together well. The only other question arose from the kit's instructions that call for the cylinder head gasket and mating surfaces be coated with high temp silicon seal prior to reassembly. I'd never used silicon sealant in conjunction with a head gasket; my unscientific census on these instructions yielded about a 50-50 split pro and con. Uncharacteristically, I followed the instructions.

The final step was jetting changes to the carburetor. Kustom Kraft recommended 1-2 sizes up on the pilot and 3-4

sizes up on the main. I wasn't sure how to interpret those instructions and settled on a 60 pilot and a 185 main with the stock needle in the stock position (stock jetting is pilot-58, main-178).

RESULTS AND CONCLUSIONS

An external inspection of the CR with the kit installed yields few clues as to what size piston slides within the flesh sleeve. The only hint that the cylinder isn't bone stock is the Kustom Kraft logo mechanically etched into the side of the cylinder on the pipe side. However, they probably do this with their 250cc kits too. Riding the bike proves to be different story though.

Since I wasn't 100 percent sure of the new jetting, I followed the break in procedures religiously (well, for the first day out, anyway). After that first ride, I checked the plug and found it to be mostly dark brown with a little black on the center insulator. I was relieved that I didn't have to use up one of the newly found cylinder oversizes and paid appropriate

homage to the jetting gods. The next couple of rides the bike was really ridden, and ran without a hitch. The bike carburates well right off idle with no coughing or missing. The jetting seems spot on, with the center insulator continuing to stay a nice dark brown color.

Since I can't hop from one bike to another, evaluation of the performance changes is very subjective. However, several traits are noticeably different. Not unexpectedly, the bike has more grunt down low. It's willing to cruise at lower rpm and is much less prone to stalling. It seems to rev a little slower, almost like it has additional flywheel weight. I find myself riding a gear taller in most tight woods sections. This might allow a needed gearing change to improve the CR's top speed. A quick twist of the throttle yields a rush of acceleration and a wheelie in many cases. The motor doesn't have as much of a hit as the old 250 had, which is not missed in the woods, but its no slouch either.

How does it really stack up against a KTM 300 EXC? I don't know because I haven't had the opportunity to ride one after the other. But I couldn't imagine it getting beat in a drag race. However if anyone's interested

in conducting a more analytical evaluation...get in touch!

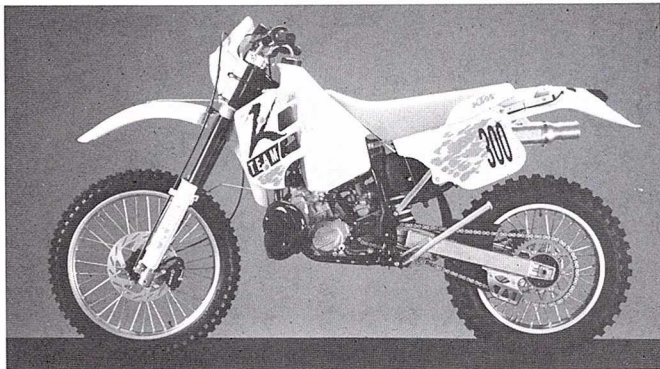
For the record, you'll find me competing in the Open class—Scout's honor. Was the 300 kit worth the extra \$60 over a stock top end replacement? For enduro and trail riding, definitely! □



All buttoned up and ready to go. The CR300 has a lot more punch off the bottom, allowing it to be ridden a gear taller in most woods sections. Anybody want to race a KTM 300 against it?

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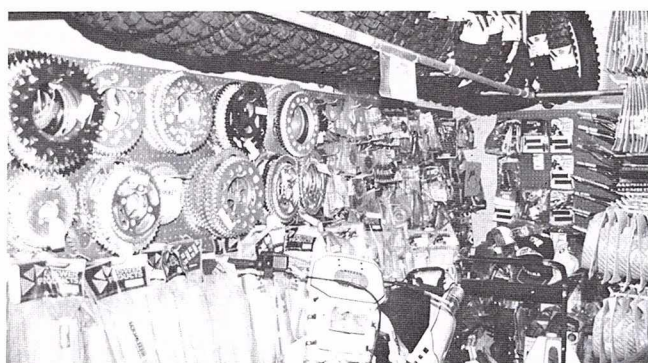
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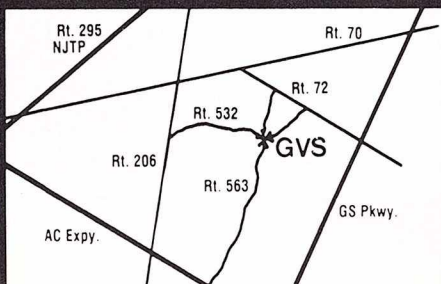


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BEARMEAT ISDE QUALIFIER

Bugging out with the Bentwheels

by Bill Fitkowski

Trout Lake, MI 5/18-19

On the weekend before the Memorial Holiday, all of the American ISDE hopefuls gathered at Trout Lake on the Upper Peninsula of Michigan for the first running of the Bearmeat ISDE Qualifier. In past years, the Bentwheel Motorcycle Club had run the Michigan round of the ISDE qualifier series using the trail system near Rose city. However, the club decided to take a break this year so Lansing Cycle owner and National AA rider Alan Randt, along with multi-time enduro champ Dick Burleson, teamed up with the Stumpjumper's Motorcycle Club to put on the event.

The trail bosses chose some of the Cy-

Suzuki cut a crank seal and died in the rock garden.

At the end of the first day, almost none of the LOI riders lost any route points. This left New York rider Steve Hatch in the lead with 1783 points and three of the fastest special tests out of a total of five. In second spot was Randy



Above: Tight action in the special tests.

Left: This is all most riders saw of Steve Hatch, who scorched his way to an overall win.



Hawkins who was just coming off a win at the South Carolina National the week before. Hawkins is qualifying to ride in the 125cc class and had wrung enough speed out of the little Suzuki to set the two other fastest special test times for the day, trailing by 26 seconds.

Fred Hoess, on the Husky 260, led in the Open class with 1917 points, which pointed to the fact that most of the cross country tests did not feature too much open going. In the four-stroke classes, David Rhodes had the small Husaberg going well to lead the 350 thumper class with 1914 points, and Scott Summers was once again making the big XR fly with 1914 points.

Day two was a shorter day with only three special tests out on the course, and ended with the traditional ISDE format motocross for each class. The organizers stayed with the slower "B" schedule and almost none of the LOI riders had any problem making the regular checkpoints on time. Randy Hawkins once again led the way in the first special test and shaved 15 seconds off of Steve Hatch's lead, but would set the best time in the next special test and run his lead back up to 18 seconds. Hawkins was lagging Hatch by 13 seconds with only the MX test

cle Conservation Club of Michigan trail system inside the National Forest. The sections for the most part were single track sand with the main exception being the rock garden, which would end up spelling doom for a number of the riders.

Saturday was a long day for the Letter of Intent riders with 12 route checks and 5 speed tests. The first rider left the start at 9:00 AM and the last LOI rider did not impound the bike at the park ferme until well after 6:00 PM.

The first rider to run into problems was Team Suzuki rider Dave Bertram when his Open class

PAT WALDIE NAILS D-14 OVERALL

By Melissa Swan

AA Honda rider, Pat Waldie, captured the Michigan District 14 overall honors at the Bearmeat Qualifier, with Sunday counting as a District enduro.

District 14 hare scrambler and former ISDE rider Brad Lowe, had an impressive second place finish in the 125 Intent final moto on Sunday. He finished behind a hard charging Randy Hawkins, who is back strong after thumb surgery earlier this year.

District 14 rider, John Hoffman, on a Suzuki, easily won the Senior Intent class by out-performing the other riders on the special tests. John also collected the District Senior class win.

Vern Street from the Tulsa Trail Riders graciously and efficiently provided the computerized sign-up and scoring. Check and special test crews were equipped with their own personal computers. The rider's numbers and times could be entered directly and scored quickly by the computer once the checks and tests closed.

The weather was beautiful as far as sun, blue sky and moderate temperatures. The bugs were AWFUL. Randy Hawkins has designated the mosquito as Michigan's state bird. (Don't anyone tell the robins.)

The black flies were also present throughout the two day affair. The checkers braved these harsh elements with plenty of bug spray and some very cleverly designed netting for around their heads. Their efforts were very much appreciated by the Stumpjumper's M/C.

The northern Michigan terrain consisted of large rocks, (also known as moon rocks to the riders trying to travel over them), some sand, and a lot of very powdery soil that created a few handling problems in the corners and trail crossing where ruts built up. The blossoms were still out on the trees and bushes. The stately birch and pine trees rounded out the scenery in the north woods and also made contact with a few riders like Tom Webb who was seen bleeding pretty convincingly from a gash on his cheek (the one on his face).

District 14 riders received plaques for their efforts on Sunday. The Intent riders received gold, silver or bronze medals for their two-day accomplishments.

The Stumpjumper's M/C would like to extend a hearty thanks to each and every one of the people who made the Bearmeat Qualifier a success. □

left.

In the end, 13 proved to be unlucky for Hawkins, with the little Suzuki giving away too much of an edge. The fastest MX test was set by Scott Summers on the big XR Honda. This should not be that big of a surprise to anyone who has been following the hare scrambles series this year.

In the final analysis, overall results are not that important, rather it is position in class that will



David Rhodes topped the 350 Four Stroke Intent class, riding the Husaberg 350.

decide if you will make the trip to Czecho. Randy Hawkins dominated in the 125 class with 3403 points. The only other gold medalist was Jeff Odom with 3714 points. Steve Hatch put together two great days to take the 250 class and the overall with 3377 points. There were also six other riders in the class finishing on gold. Chris Smith finished in second with 3412 points followed by Kawasaki's Kurt Hough at 3480 points.

Dave Bertram made repairs to his Suzuki and redeemed the weekend by winning the class for the second day, but his DNF put him out of the medals. All of the other Open class LOI riders took home gold. Fred Hoess lead the way with 2584 points followed by Doug Jones (3625), Paul Krause (3650) and Dirt Rider's Wolfman Webb (3660).

Three riders finished on gold in the 350 four-stroke class. David Rhodes won the class with 3559 points followed by two veterans of the American ISDE effort, Brian Mull and four-stroke fanatic Drew Smith. The Open four-stroke class was a showcase for Scott Summers who also placed seventh overall at 2578 points. The only other gold medalist in the class was Dwight Rudder with 3847 points, four minutes and 29 seconds down.

The LOI Senior class was won by John Hoffman who had a very respectable 3851 points. The other two gold medalists in the class were Bob Thompson (4005) and Gary Doerr (4049).

The Tulsa gang once again did a great job in handling the scoring chores. The Stumpjumper Motorcycle Club put together a good, challenging test for the best off-road riders in the country. Hopefully, this event will be an annual addition to the American qualifier series. □

Bearmeat ISDE Qualifier			
District 14 Results			
Grand Champion			
Pat Waldie	Hon		
AA High Point			
Ken Brown	Kaw		
A High Point			
Dan Reed	Hon		
B High Point			
George Kelly			
C High Point			
Peter Peterson			
AA			
1. Scott Luca	Kaw		
2. Steve Maclean	Kaw		
3. Brian Lohman	KTM		
A 200			
1. Steve Proctor	Kaw		
2. Brad Lowe	Kaw		
3. Ron Scharphorn	KTM		
A 250			
1. Lynn Lohman	KTM		
2. Scott Eldred	Kaw		
3. John Love	KTM		
A Open			
1. Rod Benjamin	Hon		
2. Tod Weaver	KTM		
A 4-Stroke			
1. Doug Hodge	Hon		
A Vet			
1. Fred Fischmeister	Kaw		
2. Don Danford	Yam		
3. Ken Johnson	KTM		
A Senior			
1. John Hoffman	Suz		
2. Frank Phillips	Kaw		
3. Dave Gidcumb	KTM		
B 125			
1. William Morrison			
2. Bruce Dubay			
3. Tony Donley	KTM		
B 200			
1. Shane Handweg	Kaw		
2. Tim Fowler	Kaw		
3. Tom Prater	Kaw		
B 250			
1. Ken Daugherty	Hon		
2. Bob Shutz	Suz		
3. Steve Waldie	Hon		
B Open			
1. Brett Mc Coy	Hon		
2. Fred Boling			
3. Kirk Tolly	ATK		
B 4-Stroke			
1. Tom Ederer	Suz		
2. Jerry Pekel			
B Vet			
1. John Rydquist			
2. David Peters			
3. Tom Murchese			
B Senior			
1. Ken Eddy	Hon		
2. Rick Mc Dowell			
3. Jim Mc Vicar	Kaw		
C 200			
1. Terry Wilton	Kaw		
2. Tony Heath	Kaw		
3. Glenn Meldrur	Kaw		
C 250			
1. Kim Hahncke	Yam		
2. Lee Steffins			
3. Doug Amato	Yam		
C Open			
1. Craig Scholten	Hon		
2. James Payne	KTM		
3. Robert Evans			
Super Senior			
1. Carl Scharphorn	KTM		
2. Per Lillemoen	Suz		
3. Ted Proffer	KTM		
Women's			
1. Elizabeth Byrne	Kaw		
Intent Class Results			
125cc LOI			
1. Randy Hawkins	G		
2. Jeff Odom	G		
3. Chris Bottomy	S		
4. Pete Ruggiero	S		
5. Brad Lowe	S		
250cc LOI			
1. Steve Hatch	G		
2. Chris Smith	G		
3. Kurt Hough	G		
4. Jeff Fredette	G		
5. Raymond Davis	G		
Open LOI			
1. Fred Hoess	G		
2. Doug Jones	G		
3. Paul Krause	G		
4. Tom Webb	G		
5. Richard Mathers	G		
350 4-Stroke LOI			
1. David Rhodes	G		
2. Brian Mull	G		
3. Drew Smith	G		
4. Ron Cadwell	B		
Open 4-Stroke LOI			
1. Scott Summers	G		
2. Dwight Rudder	G		
3. Rob Riley	S		
Senior LOI			
1. John Hoffman	G		
2. Bob Thompson	G		
3. Gary Doerr	G		
4. Tom Holmes	B		



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NOV: Copper Canyon Thanksgiving Ride Dep. El Paso, TX,
Sunday 24th—Ret. Saturday 30th
DEC: Copper Canyon Annual Christmas Ride Dep. El Paso,
TX, Sunday 22nd—Ret. Saturday 28th

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by the Trail Rider Staff

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Here in the east, the thing that kills pants isn't so much the riding as it is the *washing*. Be it a long or short ride, you know that your gear is going to smell up the whole garage if you don't hit it with the Tide within hours of getting it home, and to us that means washing everything every Sunday night. We've never had any problems with seams blowing out or any stitching coming loose, and it looks like they'll last another season.

Made from heavy Cordura-style nylon, the SCDs have sewn-in padding in all the right places. They also have sewn-in pockets for knee cups, which is one point we don't appreciate.



You get a much better fit and protection if you use the strap-on knee/shin guards on your legs and then pull the pants over. When you do this, you usually get a foot shoved down into the knee cup pocket and have to start over again. We solve the problem by cutting the pockets out; you might like them there, so it's probably good that you have the option of using them.

The only drawback to the SCD-2 pants is that they're expensive, but not much more so than anybody else's top-of-the-line pants. You can find SCD-2 pants for as little as \$139 a pair, but whatever the price, they're worth it if they hold up.

Price: \$175 suggested retail. **Distributor:** Sinisalo Pacific, 27811 Avenue Hopkins, Suite 10, Valencia CA 91355; (800)426-0213.

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Don't know what Sinisalo means by "Air Gloves," because they're not made out of air. Maybe it's because they ventilate well, who can

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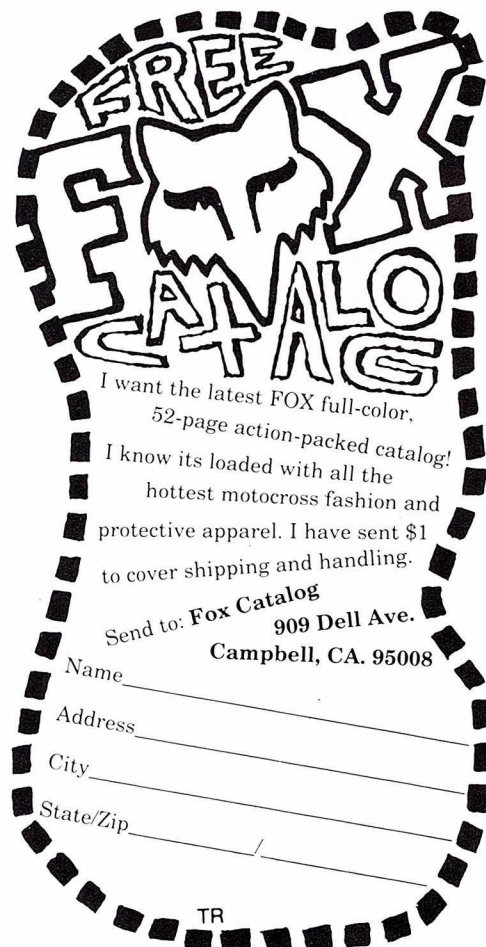
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be sure? The backs of the SCD Air gloves are vented to keep you cool, and most of the backs and fingers are padded with Sinisalo's BioFoam process, where the foam is bonded in place.



They use Clarino imitation leather palms, which is the best for wet and muddy conditions, and are sewn in a "3/4-closed" shape to contour to your grip without bunching.

Aside from all that, they have a Kevlar patch on the weakest part of the thumb, practically guaranteeing that it will never wear out, and they look good, too. They also wash as well as the rest of the Sinisalo SCD gear, and are warranted for life against defects.

Price: \$45 suggested retail. **Distributor:** Sinisalo Pacific, 27811 Avenue Hopkins, Suite 10, Valencia CA 91355; (800)426-0213.

PIRELLI DUAL SPORTS

If you ride a dual sport bike, you know what the trade-off is. You want to run full knobbies on your bike, but there are a number of disadvantages to that. First, a good set of off-road tires aren't DOT legal, and an over-zealous cop can ticket you for riding on the street with them. Second, when you do ride on the street with knobs the vibration is intense, and you know they don't grip as well as a street tire. Third, asphalt can wear out a set of dirt tires quicker than anything, and sometimes it seems like a waste to eat up a good set of Dunlops on the highway.

There is a compromise available, though. Pirelli makes a full line of dual sport tires, for whatever quantity of road you may ride. They have some dual sport tires that look almost like full street tires, but the ones we tried are the MT-17 "80% dirt" tires. The MT-17s look, at first glance, like a full knobby, but on closer inspection you see that the knobs are much shorter and the whole tire carcass is profiled, much like a street tire. The MT-17 front tire is a modified chevron pattern that doesn't look like it'll do so well in soft dirt and sand, and it won't—sand and mud make it squirm around like a front rudder instead of wheel, but the grip and directional stability is good on hard-pack and rocky trails. The MT-17 rear gives up a little bit of grip because of its short knobs, but otherwise it works all right in any situation.

The best part of both of them is running on the street. Here, you'll get the maximum wear



and excellent cornering with confidence, just like a road tire. They even work very well on wet asphalt, which is nasty on full knobbies.

If you honestly ride 80-percent street on your dual sport, and do a lot of commuting and such, the MT-17 will make you happy. If you do a lot of dirt...well, it's best to run full knobs and take your chances with the law. Be careful on the pavement, though.

Price: \$72 to \$82 suggested retail, according to size. **Distributor:** Motorace, Box 861, Wilbraham, MA 01095; (800)628-4040. □

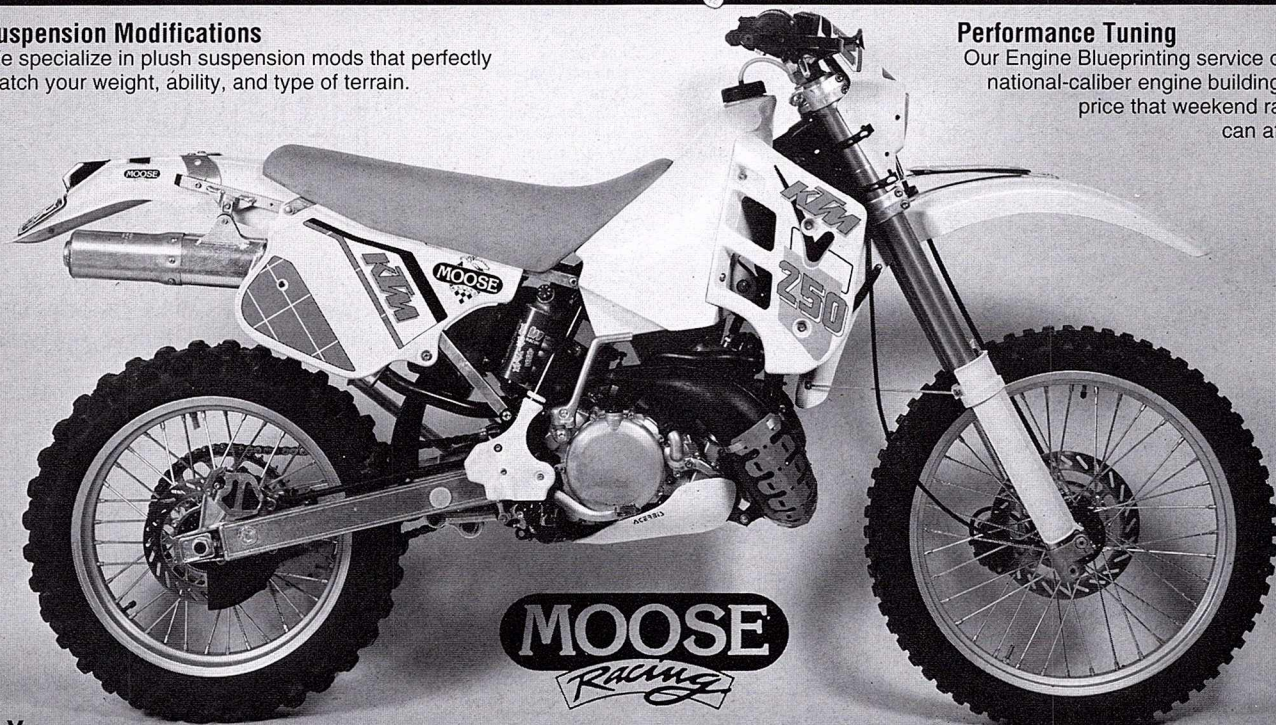
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"RORR"ING IN READING!

A hot time in the Pennsylvania rocks

by Will Rosenberry, photos by Patty Lorenson

New Philadelphia, PA 5/26

The Reading Off Road Riders held their annual enduro on Memorial day weekend again this year, and it was a good one!

We got there about 3:00 on Saturday and when I got out of the truck, I thought it was August at the Beehive. Ninety-five degrees and 90 percent humidity. When Sunday morning arrived the weatherman promised a high of 80 degrees. It was a perfect day to ride in the Pennsylvania woods.

The course was nice, a good mix of tight trails, fire roads, streams; I even saw some sand on one of the mountain tops. Oh yeah, the rocks! I'll admit, I'm a C rider and was intimidated by them at first, but once we got started I forgot all about the stories I heard about Pennsylva-

nia rock gardens.

The first gas stop was only available by their gas truck and I know a couple of late arrivers who missed the gas truck on Sunday morning and couldn't make it to the next gas stop. There were also several flat tires along the course, but all in all, it was another one of those beautiful ECEA events and it is a "must go back next year" enduro. □



Reading Enduro Grand Champion

Jack Lafferty, Jr. 21

High Point A

Michael Collins, Jr. 24

High Point B

Dan Moore 24

High Point C

Aaron Kopp 43

Teams

1. CJCR "Good" #1

2. Meteor

3. DER #1

AA

1. Bob Bennett 22

2. Dennis Zurawski, Jr. 24

3. Mike McHale 24

A Light

1. Dale Hiles, Jr. 28

2. Perry Hodges 49

3. Bob Agonis 57

A Medium

1. Michael Lafferty 26

2. Richard Lafferty 28

3. Bill Severe 29

A Medium Light

1. Ed Hamilton 29

2. Jeff Horton 36

3. Charles Stapleford 39

A Open

1. Michael Moore 26

2. Chris O'Brien 27

3. Anthony Tomasello 27

A Super Senior

1. Robert Lapinski 54

2. Wolfgang Kruse 63

3. Joseph Galie 65

A Senior

1. Wick Wickline 33

2. Scott Wolfersberger 33

3. Tom Ebersole 37

A Veteran

1. Hank Stankiewicz 26

2. Brad Little 27

3. Clifford Tenney 28

A Four Stroke

1. Richard Stuart 25

2. John Smith 26

3. Matt Spigelmyer 28

B Light

1. Eric Pirie 37

2. Craig Shenigo 39

3. Mat Jablonski 64

B Medium

1. Mark Spence 37

2. Rob Aldakimov 40

3. Brian Smith 42

B Medium Light

1. M. Dean Spencer 40

2. Jeff Moyer 40

3. Richard Lorenson 44

B Open

1. Richard Moyer 31

2. Wayne Fontanazza 34

3. Chris Garber 39

B Super Senior

1. Robert Hoover 158

B Senior

1. Thomas Marsh 46

2. Burd Guers 49

3. Jim Walters 56

B Veteran

1. Gary Dunkelberger 31

2. W Howard Moudy 39

3. David Copley 41

B Four Stroke

1. Erik Nijkamp 44

2. Robert Barr 47

3. Sam DeNinno, Jr. 47

C Light

1. Scott Ashway 53

2. Kevin Berryman 59

3. John Neifert 71

C Medium

1. Jeffery Jensen 50

2. Craig Owings 52

3. Ken Law 55

C Medium Light

1. David Robertson 57

2. Arthur Willenbrock 64

3. Kenny Cazzille 67

C Open

1. David Robertson 57

2. Arthur Willenbrock 64

3. Kenny Cazzille 67

C Four Stroke

1. Jim Boonstra 75

2. Albert Walton 91

3. Robert Warrick 95

Women's

1. Kathy Cambell 69

2. Linda Luhn 149

Crossing the river is a required part of the Reading enduro, and every now and then somebody takes a swim!

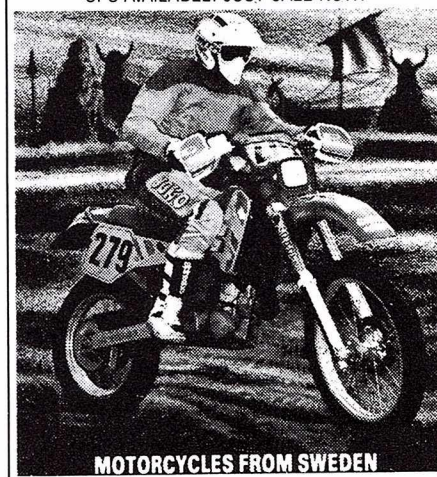
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GREEN MARBLE ENDURO

Perfect day in Maryland

By Will Rosenberry, photos by Patty Lorenson

Whiteford, MD 6/2
Sunday morning brought another beautiful day for trail riding in the Mason-Dixon line



woods. The traction was perfect, the trails were a good mix of farmer's fields, tight woods, some stream crossings, a little mud now and then, and that famous green marble. It was a beautiful run and a good time for all. There was a little more road riding than some riders liked, but I am sure if anybody had to choose between a little time keeping on the blacktop or no enduro at all, there would be only one answer. This year may be the last year for the Green Marble Enduro, was the rumor going around this weekend; and everyone I talked to hoped it was just that, a rumor. We would all hate to

Everybody agrees that there are no better trails for roostin' than Green Marble—as long as it doesn't rain!

lose this one. I know that a good percentage of the people who ride the ECEA runs like to camp at the event on Saturday night—and Green Marble has the hot set up: A campground at the heart of the event that has electricity, water, swimming and SHOWERS! It would be a shame to lose this one! Lets all hope the land-owners will let us come back next year.

We all would like to send special thanks to the Green Marble Enduro Riders Association, Mr. and Mrs. Parrish of Orchard Campground, Delta- Cardiff Volunteer Fire Department and the Ladies Auxiliary, Woods Riders of Dallas-town and landowners, families and friends who made this beautiful event possible. I for one am looking forward to next year. □

Green Marble Enduro

Class Results

Chris Smith 0

Grand Champion

Brian Blanchard 2

High Point A

D. Moore 5

High Point B

K. Law 13

High Point C

J. Kraft 159

Low Score Finisher

Teams

1. PBER "Twister" 23

2. Tri County "Hammer" 24

3. Ridge Riders #1 25

AA

1. K. Bennett 1

2. J. Lafferty, Jr. 2

3. D. Zurawski, Jr. 3

A 125

1. S. Hodgson 5

2. D. Hiles 6

3. M. Collins 8

A 200

1. C. Puff 3

2. R. Mohn 5

3. C. Nolan 8

A 250

1. B. Severe 4:46

2. M. Lafferty 4:65

3. T. Reader 5

A Open

1. M. Moore 4:11

2. K. McIntyre 4:42

3. D. Scotten 4:88

A Four Stroke

1. J. Smith 4

2. R. Stuart 5:16

2. J. Cushing 5:44

A Vet

1. H. Stankeiwicz 3:40

2. B. Little 6:29

3. C. Tenney 6:49

A Senior

1. S. Wolfersberger 6

2. W. Wickline 8

3. P. Geither 9

A Super Senior

1. C. Stapleford 6

2. R. Lapinski 18

3. W. Kruse 24

B 125

1. C. Shenigo 7

2. G. Hall 8

3. S. Montana 11

B 200

1. D. Varnes 7

2. J. Moyerd 9

3. S. Ashway 12

B 250

1. M. Spence 5

2. D.R. Spencer 9

3. R. Shirk 11

B Open

1. K. Poerner 5

2. C. Garber 8

3. D. Rohrbaugh 10

B 4 Stroke

1. R. Provost 9

2. S. Speak 10

3. K. Mahan 11

B Vet

1. W. Moudy 11

2. C. Canedy 12

3. D. Theurkauf 14

B Senior

1. T. Marsh 8

2. D. Varnes 14

3. R. Darpino 23

B Super Senior

1. D. Lau 39

2. S. Dickson 41

3. R. Watson 43

C 200

1. M. Steagle 18

2. J. Spring 28:446

3. Sotiropoulos 28:589

C 250

1. M. Johnston 13

2. M. Breitagan 14:219

3. L. Poplin 14:221

C Open

1. W. Moreland 17

2. B. Lee 22:326

3. J. Baker 22:402

C Four Stroke

1. R. Thompson 20

2. H. Mc Curdy 22

3. J. Kaspek 35

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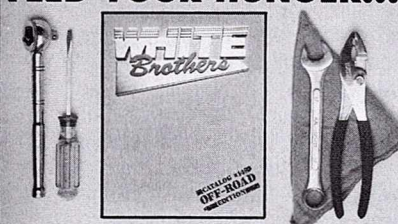
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HUSKY '92

These may be the trickiest, most exclusive bikes you can buy for '92

By Paul Clipper

Varese, Italy 7/24

No doubt about it, Husqvarna pulled out all the stops for 1992. When we visited the factory last November, we had a chance to ride the new 1991 bikes and then were questioned heavily on how the bikes worked, what we would change to make them better. At the time, it was too late to change the '91s, and I think the Husky people at the meeting—Ernesto Vettore, President of Cagiva North America, factory engineers Toschi and Macchi, and Dan van Epps of CNA—were amazed at our blunt honesty, at the time. After all, with the amount of impact Husqvarna was making on the motorcycling public at the time (an all-time low), what could any of us lose by taking a risk?

We told them that not everyone in the States was convinced that White Power was making the best suspension systems for enduro or MX. We complained about the Brembo brakes, pointing out that they were crude compared to what Japan was offering. We said that the bikes had to be lighter and easier to work on. In short, we told them that in order to compete in the U.S. they were going to have to be better than everyone else.

But in spite of our complaints, we had to admit that they created some decent machines for 1991. The White Power suspensions were as well set up as any WP-

equipped machines, and valved better than most. All the engines in the line worked brilliantly; the only real problem they had at the time was a little excess weight.



Fred Hoess, about to dive off the edge of the Earth on a 250 WMX. You may or may not see Husky MXers this year, depending on market demand.



Trail riding the Bergamo hills, a technical rider's dream—loose rocks, dry ground, straight up or straight down.

So when we were invited back in July, to test the '92s well before they were slated to begin production, we were more than interested. About a month before, the rumors started flying; basically that the new Husky machines were going to have a full complement of Japanese parts, unheard of in the history of European motorcycles; but not unbelievable, since Cagiva had already not been using Italian-made Marzocchi suspension systems on any of their machines (overheard from an unidentified Cagiva employee: "Marzocchi can make one fork perfectly, but more than one is impossible!").

The '92 machines would have 45mm Showa inverted forks, the rumor mill said, as well as Japanese-made Nissin brakes. They would also be coming with Mikuni carburetors, and Dunlop tires. If all this were true, the result would be excellent engines and power trains wrapped up in what is generally regarded as being the best available chassis and support components. We were interested, to say the least.

HOLD ON TO YOUR HAT

To cut the story short, let's just say "Yes, they did it." The specifications for the 1992 bikes are impressive. They will indeed come into this country with Showa forks and rear suspension, both units featuring externally adjustable compression and rebound damping. Brakes on all the bikes are by Nissin, arguably the best disc brakes you can buy and standard on Honda CRs; the reason why Honda brakes are always branded "the best." The stock tires will be Dunlop D752s, front and rear, which is great news for us eastern riders. The Dunlop D752 is one of the best all-terrain tires money can buy. All of the two-stroke machines will come with Mikuni TM-series carburetors, carbs that have no bad habits, are easy to tune, and parts are available in just about every bike shop. The four-strokes will continue to come with Dell'Orto carbs.

In addition, the basic frame for all bikes has been lightened, and the rear subframes are now made from aluminum box-section tubing. The two-stroke pipes are the new "low-boy" style to keep the weight down low, and strategically-placed aluminum guards have extra silencing material behind them, allowing the bikes to approach the same noise level as last year, without a double-wall pipe. Sounds like they've lost weight, too, huh? They have...but you wouldn't know it by their specs. This year's brochure weights—205 for the 125, 222 for the 250, 226 for the 360 and 255 for the four-strokes—are identical to what they printed last year. Without a scale on hand, we have no idea what the real world weight of the bikes may be. However, we did ride the machines and can give



Without a doubt, the most exciting '92 is the 360WSE. Radical power output combined with the feel of a 250 make it a definite thrill to ride.

a subjective opinion of what they felt like.

HIGH IN THE SADDLE

The first place we tested was a motocross track, 30 minutes outside of Varese. I slipped a Frank Zappa tape in the cassette on the way there, just to entertain the troops, but it only served to confuse and enrage them (wait a minute, I promised not to wander from the subject here—no talk about the trip, just about the bikes!). The track in question, in a town called Laveno, is an FIM-approved GP track, and it was a terror, especially to a po' eastern woods rider like me. It was dry, dusty and



Everybody liked the 250. It's light, well-suspended, thin, and has a nearly electric powerband.

pot-holed, built on the side of a near vertical hill, and punctuated with downhill jumps that looked like walls on the approach.

We were allowed to ride the 1992 MX and WXC bikes; the had the whole line there. The MX bikes may not be imported into this country in '92, for some reason that isn't really clear to me, but we rode them anyhow. In general, they felt stiffer than the off-road bikes, but the power was roughly the same. Wider-ratio transmissions in the off-road machines gave them the impression of revving more slowly, but it may have been an illusion on the rough MX track. It was obvious that the enduro machines were suspended softer than the MXers.

We took a 125 around first. Good power, not much different than last year's 125, but it was nearly overwhelmed by the steep uphill. In order to ride it effectively on this track, we'd have to scream its little guts out, and that was no fun.

So we switched to the new 360. This is a full 349cc enduro machine (available in MX as well), dubbed the "360" for nostalgia's sake. There couldn't be a bigger difference from the 125. The 360 we rode on this first day had horsepower bursting out of every seam, with a flat yet torquey bottom end, a vicious blast in the midrange, and plenty of top-end power. The midrange hit was so strong, the bike was hard to hold on to. At the same time, it felt as light as the 250 and as maneuverable, but with nearly twice as much power. In this day of 260cc "Open" bikes, this was a delightful surprise. There will be a lot of KTM 350 lovers considering switching over to the Husky 360.

Next were the four-strokes. The 350 felt nearly the same as the 1991; the power was practically identical, and it too was working hard on the steep track. The suspension felt excellent however. I always thought that White Power com-

PILOTING THE BIG RIGS

Life in the saddle for Danny LaPorte

I can't understand why Paris to Dakar is not a more popular event in America," said Danny LaPorte, who had the less than envious task of babysitting us journalists in Italy last July. "Well, actually I can. It's the magazines; European rallying doesn't seem to matter to the American audience, so they just keep making a fuss over the motocross racers. If only they knew more about it, I'm sure it would catch on."

After various racing endeavors since his 250cc World MX Championship winning season in 1982, Danny LaPorte is very pro-rallying these days, and well he might be. As one of the top members of the Cagiva Corse rally team, he is one of a very select few who is capable of making a living from one of the most complex, support-intensive and potentially hazardous forms of motorcycle racing. Length of the Paris-Dakar varies according to the course, but this year will top out at about 8,000 miles.

It sounds like a prescription for monkey butt in the third degree, but LaPorte says no. "The speeds are high, as you know, and the stages go day by day. Most of the time, we'll finish up by three o'clock in the afternoon, and then you can relax and work on studying the next day's stage."

Wait a minute—this takes studying? We always thought that Paris-Dakar was just a flat-out ride across the desert.

"No way! There's so much strategy involved, so much planning. For example, at the end of the race day we'll get cleaned up and then sit down with the road book and aerial photographs and maps, and try to plot out a faster route that the other teams won't be able to find. The route book gives you mileages for the turns, descriptions of the region, and compass headings for the navigational system."

It sounds like enduro riding, except for the nav system. How's that work?

"That's really neat. There's an electronic compass/radio device on the bike that reads signals from radio satellites and

computes your position and reads it out as a compass heading. Like, you'll be riding along, and your nav will say your compass heading is 180. At a turn in the course, the book says you turn to a heading of 260, so when you come to the specified mileage, you turn and continue on the 260 heading until the next change. Out in the open, featureless desert, there are whole days sometimes where we are just using compass headings to navigate. The sys-

tem next gas stop with a 12-minute advantage over the second place finisher. Unfortunately, trouble with the gas pumps forced them to throw out that section and it did me no good, but it was still satisfying to know that I had gambled and won. The whole thing had been filmed by one of the TV helicopters, too, and it spent a good amount of time on the evening news over here, which really pleases the sponsors.

"But that's the real challenge of the race, figuring out how to outsmart the rest of the riders, and to find a secret course that no one—except maybe the event promoters—knows exists."

When pressed on the subject, Danny will admit that rallying doesn't take the intense training that he found necessary in his world championship days, but he still runs, rides a mountain bike, and trains during the week.

"The main thing rallying demands is support for your team. It's more like being a Formula 1 or Indy driver, because

of the amount of support necessary to keep the team going. Cagiva is very good as a sponsor. They are passionate about outfitting a winning team, and I think we have the best support out there!"

But what about that bike? It looks so heavy and cumbersome, yet you ride it in endless sand....

"The thing about the bike is that it's just bulky looking, because of the big tank and body work. All the body parts are fiberglass, and we use a lot of alloy to keep the weight of the metal parts down. I don't even use the electric start system on my bike to avoid the extra weight."

Saying that, he leaned his giant Cagiva Explorer all the way over on its side, then picked it up with ease. Afterwards he kicked it once, left-footed, with tennis shoes on, and fired the 907cc beast like it was a mini bike. "You have to get used to it, but you would be surprised at how easy it is to ride this bike!" □



Not only does he have the strength of ten men, he's a snappy dresser, too. Danny LaPorte, on his favorite trail bike.

tem is intense, but pretty simple...and it's fun to use!

"So what we do is look at the route as close as possible on a map and photos. The object of the route book is to route you around obstacles in the way, like giant sand dunes or mountains, but you are allowed to improve your route if you can find an advantage somewhere, as long as you don't miss the checkpoints. You don't often find something that can give you a big advantage, because most likely most of the other riders saw it too."

"One time, at the last race, we had all started (one per minute), and then bunched up, riding as a group, which is typical. We came to the first nasty part of the course, a giant bank of sand dunes, and I started up it. Everybody else turned around and headed off for a way to get around it, which would have been the normal thing to do, but I had studied it and it seemed rideable, so I continued up, staying in the hard sand and on ridges. The route turned out to be passable, and I arrived at the

ponents were largely flex-free; well, these new Showas just topped them. With the 45mm tubes, the Showa forks are just that much more rigid, and the extra support is really welcome when you have the weight of a four-stroke behind you.

The 610 gave the same confidence-inspiring ride, although the rear shock was set wrong and tended to pack down in the bumps. There is no lack of horsepower in the 610. This bike will pull you up trees and straight to the moon if you don't watch out. Once again, though, the four-strokes are both geared to the max, and the 610 can easily top out near 100 mph, if not above. The only disappointment with the four-strokes is that there is not yet a street-legal version available. A street-legal 610 would be a killer dual sport bike.

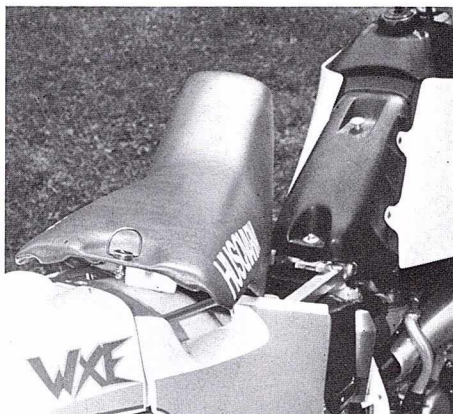
Last on the rotation was the 250, and once we rode it we learned why it was hard to pin it down for a ride. This is a sweet bike. Electric-motor power that is still quick revving, apparently very light weight (all of the two strokes felt much lighter; the 350 thumper felt lighter as well. We'll have to wait for a scale, though), and excellent handling. The seat felt quite stiff, but we're hard seat fans, so that was okay by us. Also, all of the bikes feature a new seat attachment that uses one quick-disconnect fastener at the top rear of the seat. A quarter turn of the bail and the seat pops right off. Very convenient; we'll see how well it holds up.

DAY TWO

The next day we left Varese and drove halfway across the country to Clusone (about 100 miles

east). Here we did some trail riding in the foothills of the Alps, and we re-learned the meaning of the word "steep." This terrain is either straight up or straight down, and dry, rocky and tractionless like some parts of California. The rocks all lay on the surface and move around when your wheels hit them, which is not a lot of fun until you get used to it.

It's also tire-shredding terrain, which is a



shame for the Dunlop 752s. We know that these Dunlops are currently the greatest tires you can use here in the east, so we're not going to fault them, but we sure tore them up in the Alps. Hard-terrain Bridgestones would be the best tires here.

Starting out, was similar to the day before—miles of climbing, in which the 125 and 350 got the most severe workout. As a matter of fact,



Showa suspension units are a quantum leap up from the White Power system. The extra strength is especially noticeable on the big bikes. The new quick-pull seat will be a hit at enduros.


we flattened a tire on the 125 just a few miles from the top, and had to stop for repairs. We took the time to snap a few photos, and go back to look for one member of our group who was left behind. Even the better riders were still marveling about the 360's violent power, but there wasn't anyone reluctant to ride it. The 360 loves to climb things, do wheelies, and throw dirt. Although it was a lot of fun, we mentioned



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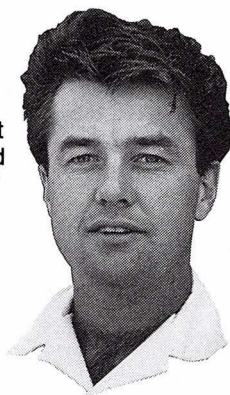
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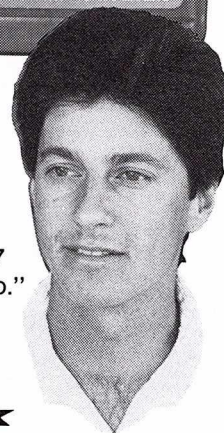
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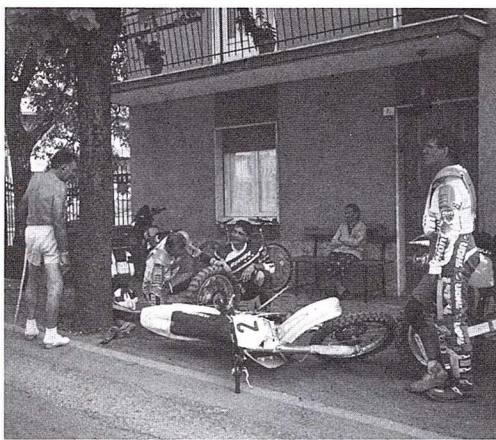
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the abrupt power to the engineers, and they are working on mellowing the power a little before production starts, probably by modifying the pipe.

The 610 was happy in this high terrain as well, although it is happier being cruised down open trails than being finessed up rock ledges and rooty climbs. The 350, although it weighs the same and shares just about every feature, doesn't have the brutal torque of the 610, and is thus easier to ride. There were spots where the tall gearing started to get the better of the 350, but it always chugged over the top.

And then, once again, there was the 250WXE. After an hour or so of riding it in the hills, I'm nearly convinced that Cagiva-



Stopping to fix a flat along the "trail." Most normal trail riding in Italy includes a fair amount of riding through towns, and nobody even blinks. We bought the tube for this bike at a gas station across the street.

Husqvarna has created the perfect two-stroke 250. The weight feels very light and low in the frame, the Showa suspenders worked flawlessly, and the power was just about perfect—not too much, and not too little. A number of other testers there agreed as well. This is a great bike. The only problem I can see with this 250, as well as the rest of the line, is the question of Husky's success in selling them, which is why I refer to them as "exclusive" in the headline.

It's no secret that Husky created a lot of enemies when the company changed hands, and a lack of parts supply scared a lot of customers off. There are plenty of parts now for these new bikes, but buyers are still scared, and some Husky dealers are so bitter that it is difficult to find one willing to sell you a new bike. If you can transcend all these marketing problems and get hooked up with a dealer who believes in the new machines, you've got the battle half won. We'll be that once you ride one of the '92s, you won't be disappointed.

I thought about this as we completed the last of our photo shooting, high in the foothills, in a small ravine surrounded by pine trees and thin air. Our guide for the day said "Finished?" with a gleam in his eye, and when we nodded yes he took us on a descent back to town that I won't soon forget. It started out steep and rocky,

SUSPENSION CURE.

Reprint from Dirt Bike Magazine, June '91

Carlsbad Raceway, California, longtime site of the 500 USGP. The uphill. Monster whoops and wide-open downhill. Not your everyday DR terrain, right? Wrong!

Gary Jones, riding a DR250 with a stone-stock motor, lines up on the gate for the second Old Timer Masters moto. The bike, says Jones, is "the slowest bike I've ever ridden." The gate drops and Jones starts working the pack. Alan Olson is leading on a '91 KX500. Jones catches him and starts looking for a place to pass. A lapper falls in front of Olson and Jones slips past for the lead. The uphill is so whooped-out and rough that Olson can't pass Jones back. The DR is handling so well that Jones holds Olson, riding a much, much faster bike, off for the moto win! No motor mods, no revalving, just a stock, 271-pound DR250. Olson was not pleased, to say the least. Jones was jazzed, saying, "It was the best feeling I've ever had on a motorcycle, better than winning a National. The DR is the best-handling motorcycle I've ever ridden!"

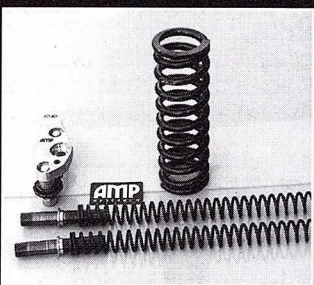
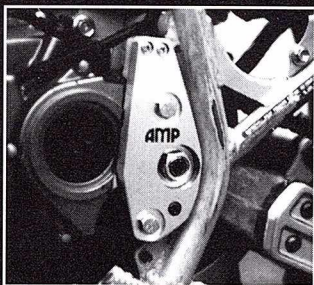
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We were amazed at the difference in suspension action and handling with the AMP DR. Every trait we sniveled about on the stocker disappeared. It no longer nosed into whoops. The front end never wanted to flop into corners and the rear end refused to chatter when braking on downhill. It seemed much lighter than it really is. We could pick whatever line we wanted—in mud, snow, loam, rocks or rain ruts—and the bike would hold that line. Hills that the stocker wouldn't make it halfway up were conquered easily. The bike hooked up so well, in every situation we could find, that it became a joy to ride.



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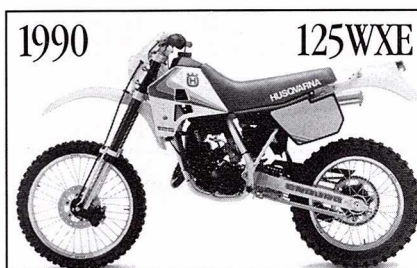
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changed to steeper and rooty, and finally turned into the equivalent of an alpine elevator shaft before we finally landed on level ground. We must have lost 3,000 vertical feet in less than two miles, and I thought my arms were going



Both the 350 and 610 four-strokes really benefited from the suspension and lowered weight. Depending on the price, these Huskys may be the best racing four-strokes you can buy in '92.

to seize from the effort. But I was riding the 250, and it *still* felt great.

Check these bikes out when they land in the U.S. The 350 and 610 should be here in late October, the 125 and 250 in November, and the 360 should arrive by the end of December.



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BROILING AT CATRA I

Norton nabs another in New York

By John Lombella, edited by Slick Geetus

Fishouse, NY 7/21

The last ten days in New England have been over ninety degrees and humid. Anyone who would travel to CATRA to race in this heat would definitely have to be a hardcore woods racer.

On the way there, as crazy as it might sound, I was wishing I could race, but a hurt knee from the Union Scramble would have me sidelined as a spectator for the day.

When we arrived at the track that morning the humidity and the heat were already unbelievable. The C riders dressed and pushed their bikes down the trail to the line for the start at 11:00 a.m. The starting lines were very small with the 250 C class having the largest turnout with 14 riders. The C riders did three laps in the dust and heat, Corbeil topped the 250 C riders, Devine topped the Four stroke C, Landon topped the 200 C, while Carlow won the Open C class.

The A and B riders lined up for a 1:00 start. Kevin Hines was there. It seemed like it might

be a Hines-Norton battle for the overall, but with it being CATRA anything could happen. The A riders went off with Chris Pin getting the holeshot. Chris rode a four stroke last year, but



traded it in for a CR250. Chris rode an excellent race and finished 4th 240 A. Norton was in fourth place, but fell in the fourth corner and dropped to tenth. Kevin Hines had a bad start and was around twentieth on the first lap.

By the four mile point Norton had taken the lead from Pin, but didn't realize he was in the lead until he came by his pit. Hines was in seventh place and about two minutes behind Norton. Hines moved his way up to second place by the half way mark, but wasn't able to reel Norton in. Tom pulled away and won by six minutes, followed through the barrels by Kevin Hines, Bert Guerrette, Paul Milliken, Scott Phelps, and Chris Pin.

After the race at the awards ceremony, Tom said he had come up on Saturday in the grueling heat and mountain-biked the course. He admitted to pushing more of the course than he pedaled.

Every year a leader emerges in NETRA hare scrambles events, and this year it's Tommy Norton, riding a KTM 125.

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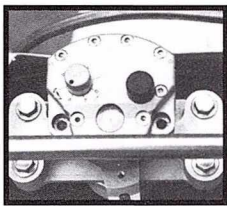
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The Capitol Area Trail Riders' event was run superbly and trophy presentation took about 30 minutes with no problems. Anyone who rode CATRA I on July 21st deserves to be noted as a hardcore rider no matter how they did.

Lets not forget the up and coming A riders. Topping the 125 B racers was G. Brigham, an awesome ride. The 200 B was dominated by P. Hebert while the 250B class was taken by C. Timothy. Open B honors went to P. Timothy, while four stroke B went to the points leader, Richard (Woody) Fasoli. Fasoli dominated the class on his awesome Cycle Competition-sponsored DR350.

Jerry Shinnners was seen flying with a new lid by Jerry 9. After the event he commented that the course was in the best condition he's seen in years,

and looked forward to CATRA II, to be held in the fall. ☐



Top: It was a hot day in the CATRA woods!

Right: Hines chased, but missed Norton at the finish.



RESULTS

Tom Norton

Overall High Point

Kevin Hines

High Point A

Mini

1. N. Lis

2. C. Neuman

3. J. Gorgendine

Junior

1. J. Cahill

2. C. Vollkommer

3. D. Plourde

Women

1. S. Stavens

2. S. Landry

3. D. Devine

Novice 125

1. S. Richards

2. K. Hubbard

3. J. McAdam

Novice 250

1. E. Corbeil

2. J. Kingley

3. J. Sullivan

Four Stroke C

1. D. Devine

2. D. Jackson

3. C. Hinckley

Vet C

1. R. Simone

2. D. Adler

3. P. Wagner

Open C

1. B. Carlow

2. B. Hastings

3. J. Bryant

125 B

1. G. Brigham

2. J. Winder

3. K. Niewiera

200 B

1. P. Hebert

2. D. Cortts

Four Stroke B

1. R. Fasoli

250 B

1. C. Timothy

2. B. Brownson

3. D. Fioment

Open B

1. P. Timothy

2. B. Young

3. S. Zdon

Senior B

1. S. Bobetsky

2. R. Schultz

3. W. Durivage

Vet B

1. K. Bonney

2. R. Billharz

3. G. Dougherty

125 A

1. T. Stavens

2. P. Blanquart

3. T. Stowe

200 A

1. S. Wall

2. R. Schultz

250 A

1. B. Guerrette

2. P. Milliken

3. S. Phelps

Open A

1. F. Towslee

Four Stroke A

1. B. Collins

2. J. Campetti

3. J. Shinnners

Vet A

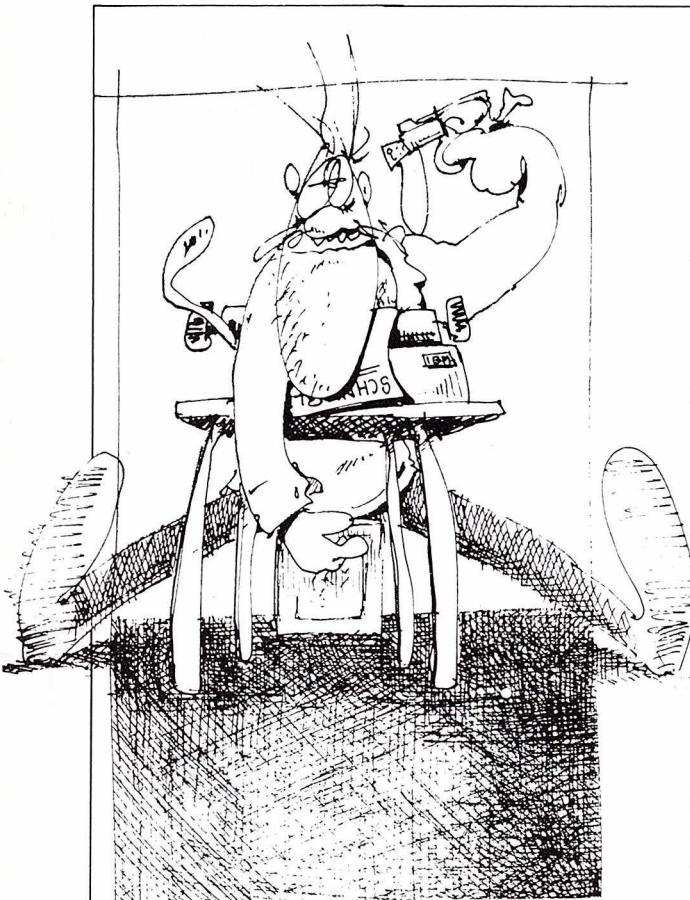
1. Phil Lemere, Jr.

2. Steve Formanek

Senior A

1. A. Desrosiers

2. G. Circosta



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"DIRT RIDER has zeroed in on the type of riding most of us really do."

—Mike Burlingham

Name: Mike Burlingham

Occupation: Manager of customer relations, S2 Yachts; president, Cycle Conservation Club of Michigan

Club description: "The Cycle Conservation Club is an off-road motorcycle club with 2000 members. Our main thrust is creating and maintaining trails and promoting the sport of noncompetitive trail riding. In 1968, Michigan closed several game areas to dirt-bike use, so some people banded together and formed the CCC to work with the state as a voice for off-road motorcycling. Since then we've continued to work with the Department of Natural Resources and the U.S. Forestry Service to build 1500 miles of trail, map it, and so on. For example, we just built a 48-foot bridge over a river in upper Michigan for the Department of Natural Resources. Three years ago we started the Six Days of Michigan so everybody can come and enjoy the perfect riding conditions here."

Riding history: "My family was into off-road motorcycling in the late '60s, and I started riding in 1970. My first bike was a Kawasaki 100 Trail Boss—you'd look at it now and laugh! I got involved in riding the trail system here in Michigan, and that has become my main recreational interest. I'm the 'I wanna go someplace on my motorcycle' type of guy. In the nonwinter months we get out at least every other weekend and put a couple hundred miles between us and the place we started. In fact, my week-long vacations on my bike, where I would go over a thousand miles without crossing



PHOTO: BARISH AGENCY

the same trail twice, led to the Six Days of Michigan."

Views on motorcycling: "I really enjoy it from the family activity aspect. With my wife riding, my little boy coming on board, and my little girl joining us shortly, we can ride as a family and enjoy camping, nature and all the things that go along with it. I describe myself as a conservationist who likes to ride dirt bikes. It gives me a vehicle for getting out and enjoying nature and showing my family the same joy."

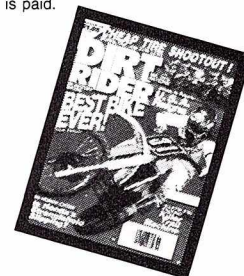
Bikes currently owned: "I have a Honda XR350, and my wife rides an XR250. Our son is just starting to ride a Yamaha 50cc Y-Zinger. I also own a BMW R100RT and do a lot of commuting and touring on it."

Magazine: "To me, the other magazines are like alligators: all mouth and no ears. They run

strictly what they feel is important, how they perceive things from their little corner of the world, when that's not the way it really is. They're all flash and dash and monster, killer bikes. DIRT RIDER takes a more mature attitude and has more substance; it's based on fact rather than opinion. They've recognized there are only so many guys who go out and race on the national level and that non-competitive, recreational riders make up the vast majority of the riding public. DIRT RIDER has zeroed in on the type of riding most of us really do."

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BLACKWATER 100—ON A BICYCLE!

You thought the motorcycle race was punishing? Try this!

By Tod Benoit

Davis, WV 6/15

June 15th heralded the day of the Blackwater Mountain Bike Race, and though nearly everyone with a heartbeat is familiar with the famous annual Father's Day motorcycle race of the same name, many are unaware that a brutal bicycle race is also on the program. It happens at 10:00 AM, sharp, on the Saturday before the motorcycle event and uses much of the same course. This year's event was about eighteen miles long and when we weren't in the open bogs boiling in the sun and choking in dust, we were jarring our teeth loose through the haunted, boulder-strewn woods. As with any Blackwater event, the motto was something akin to, "It doesn't matter if you win or lose, just live long enough to tell about it."

The race started innocently enough with a riders' meeting held at the Blackwater Bike Shop on Main Street in downtown Davis, on the good side of the bridge. After we were dutifully informed of the usual information such as proper trail etiquette, water stop location, starting method, and advisement of the natural wildflowers that might be seen and photographed along the way, the meeting took a strange twist.

We were asked if we had all signed and sworn to the liability waiver, in triplicate. You know, the one that states we'd hold no one to blame if after the race we suffered from loss or graying of hair, incurable bleeding from the ears, temporary blindness, or spasms of terror and panic brought on by flashbacks of the horrible sights we might witness. The form that

reminded us that during this race we might encounter pickup trucks driving on the course in the wrong direction, children raised by wolves, darkness at noon, Sasquatch, or all of the above. The one that had a space you could check off to become an organ donor. A single trembling hand was raised and an obviously shaken gentleman asked if that was the same form that demanded to know our next of kin. Yes, he was answered, that waiver.

Oh. We all nodded, of course; we signed that one. As the speaker grinned when he heard our reply, I noticed his gums had started bleeding and I cautiously backed out the exit. Across the street, a man selling life insurance from a vendor's cart was doing a brisk business. On a Saturday morning, no less.

At the starting line, amid a lot of nervous chatter and tearful farewells, I recalled what a wise man had once told me about going out in a blaze of glory and so decided to start on the front line. Somebody yelled "Go!" cheers arose from the spectators, and we were off! I settled into fifth place, quite content with my performance until I remembered this was a two-plus hour race and we had only been at it for about a minute. Reality set in, all adrenaline abandoned me and by the time we reached the high tension lines at about the one mile mark, I had settled into my rightful position, mid-pack.

Now out in the open, I could see we were in for a long, hard pull until we would be blessed with a chance to coast. Looking ahead, as our forces snaked quietly upward in single file, I was reminded of many past hare

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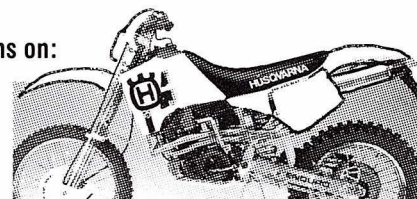
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scramble scenarios in the way we racers jockeyed for position, intent and determined while each one of us, at our own level of ability, signified a microcosm of the entire event. I realized again, then, that racing, whether it be bikes, boats, or balloons, is merely a way to satisfy an innate need that some of us possess—the need to compare ourselves against others through competition.

Suddenly my philosophical wanderings were interrupted as I rounded the summit. In the river below, up to his knees, stood the man with the bleeding gums waving his arms and shouting what sounded to be foreign jibberish. As we racers picked our way towards him down the washed-out track, his speech became intelligible and then I remembered what was going on. To whomever rode their bicycle the farthest across this river without dabbing a foot, the race organizers would award fifty dollars. The man in the river, standing at about the halfway mark of the fifty foot wide crossing, was the human marker for the most successful racer thus far.

Many riders barely got their front wheel wet before succumbing to one of the slippery Blackwater rocks that lay just below the surface. Others, deciding there was no time for such nonsense, shouldered their bikes and ran across without even attempting. Then, remembering what yet another wise man had once told me ("Fifty bucks is fifty bucks!"), I tightened my toe clips and made my bid.

Surprising myself, I rode well into the river and approached the previous mark. As I surpassed it, a few spectators whooped and hollered until I finally faltered about six feet later. As the race officials recorded my number, I felt an adrenaline rush, shouldered my steed, sprinted up the

opposite bank and got back into racing mode! There were still about fifty racers behind me that could best my mark, so I wouldn't know the outcome until the finish line, but I sure felt richer.

In about a mile, the course veered from the power lines and we were plunged into the relative cool sanctity of the woods. Making a left off a woods road we then came to the mother of all downhills. This particular hill is where the "people in the know" spend their time watching the Blackwater events. Forget Route 93, the moon rocks and the mud bogs. If you want to see the real action, go to "The Downhill." In the beginning it is more steep than than one can imagine and then it gets even steeper. It is littered with pointy rocks and crisscrossed with roots. The many sizable trees that border it are all devoid of bark on their uphill sides due to numerous confrontations with various tumbling vehicles. I've since been told that there have been more deals made with the devil at the top of this hill than any other place on earth.

Because I still haven't learned to look far ahead when I ride, I was well into the hill, and far past the point of stopping and bulldogging the bicycle down, before I even realized the severity of the grade. Trying to avoid a panic, I fully extended my arms and nearly had my butt resting on the rear wheel. The brakes were being applied to precisely that point before which the wheels lock and, if not for my terror-stricken face and the mild cardiac arrest that I was suffering, somebody could have mistaken me for an old pro.

Then, just after negotiating a two foot dropoff that was conveniently placed directly in the middle of this inclined nightmare, my world began to disintegrate. The racer in front of me, whom I had been following too



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closely, bought the farm and on the side of this mild cliff I had no other choice than to make it a joint transaction. Like in a bad movie where two fighting foes fall to their deaths in slow motion, we crashed and careened downward, randomly bouncing off rocks and trees until God lifted his hand and had mercy on our souls allowing us to grind to a halt. Well, at least we were at the bottom.

After a quick inventory, I was surprised to find that all my limbs were still attached and my bike, though damaged, was rideable. My fellow bicycle cartwheelist was also relatively unscathed, though he did have a tic in his eye that I hadn't noticed earlier. I remounted and rode on, my contorted front rim alternately rubbing on the two brake pads.

After a few more miles of rutted, rocky, rooty trail, we were pitched back out into the sunlight and bog territory. Unlike last year, the bogs were relatively dry, however, that by no means implies that our very lives weren't challenged and threatened.

You see, Blackwater weekend has grown so large that many people, thousands of them, center their vacation around it and camp along the race course for days or even all week. Of course, no vacation is complete without entertainment and the inhabitants of these backwoods, temporary tent cities are no exception. Though some of the folks find their entertainment in the form of campfire songs, yoga, or recipe exchange groups, the majority enjoy motorized recreation. That means piloting whatever they have, including motorcycles, three and four wheelers, trucks, farm equipment and bizarre homemade machines that can only be classified as "other," from sunrise to sunrise.

Because no one wants to be left out, many of these vehicles have entire families crowded onto them complete with a nursing infant, nagging mother-in law, and family pets. Like scenes from The Road Warrior movies, these clans race around the countryside in random directions, stopping only to refill their gas tanks and beer coolers. Head protection usually consists of a baseball cap worn backwards.

Now, try to imagine racing a bicycle through this madness. For a few miles, as we passed through this frenetic playground of the psychos, it was nearly impossible to concentrate on picking lines, passing, or even just keeping a race pace. Survival became the objective.

Everywhere we turned, another Mark Hyde wannabe riding a clapped



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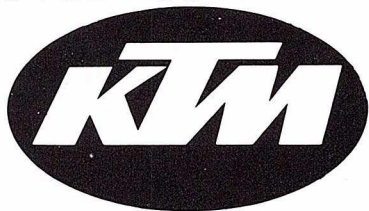
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out, turn of the century machine with suspension set up for stadium jumps was approaching at frighteningly high speed and only remotely in control. Or, we would be confronted with a caravan of the aforementioned family vehicle systems picking their way along the course, in the wrong direction. At one point I was jammed in the middle of a caravan, perhaps twenty vehicles long, that happened to be traveling at the same speed as I. If you can picture the immense dust clouds formed by these hundreds of machines, take into consideration the limited ability level of most of the drivers and also try to understand the carnage and confusion that resulted when these caravans crossed at trail intersections, you'll agree it was nuts.

Eventually the course ambled back into the woods where we were forced to reclaim the elevation lost during the killer downhill. This resulted in another exaggerated first gear climb, broken up with periods of

pushing up the steeper sections. Mercifully, the hordes of vehicles gathered in the valley below chose not to frolic on this mountainside. After the top, the well-worn trail twisted and turned into a familiar New England fashion and I began to repass some of my fellow adventurers as I regained my wind. Unfortunately, I became a little too overzealous and pinched the tube in my rear tire while negotiating a killer rock garden.

Moving quickly, I pulled off the rear wheel and in no time had replaced the tube with a new one from my pack. Now, to just put some air in that baby and I'd be good as gold again. I did a doubletake, realizing my pump, my ticket out of this hell, was missing. No problem, I thought. I had lost it while doing that new dance with the other biker, the downhill tumble, and it would be a simple matter to borrow one from a fellow comrade racer. Yeah, right, think again. After about a dozen racers whizzed by ignoring my request to hand over their equipment, I realized I'd need to use my imagination to get out of this jam.

Quickly, before the next bike came into view, I assumed the fetal position, clenched my midsection and rocked my head lazily back and forth for emphasis. Sure enough, a concerned racer skidded to a halt and inquired of my condition. My eyes bulged when I spied his pump, ziptied to his frame. Before he could react, I seized it and while he protested and cursed, I inflated my rear knob. "Sorry," I apologized, "but you know the rules. This is Blackwater."

As the race wore on, a mini-pack comprised of myself and six other racers eventually developed. It spread out over a distance of perhaps a quarter mile, each of us giving 110 percent but still unable to completely break from the others. Positions were constantly shuffled as the scales were tipped by changes in terrain. It didn't matter to us that we were dueling, no holds barred, over nonglamorous positions around 35th place. We were racing, dammit, and this contest was more important than the Super Bowl. As we scurried over, under, around and through every conceivable obstacle, a camaraderie developed between us and words of encouragement and concern were voiced.

We crossed the swinging bridge, which really is exactly what you are picturing right now, except it has numerous boards missing. We all shouldered our bikes across as you'd have to be loony to ride. By the time we'd manhandled ourselves through the moon rocks and then were assisted by a more than eager crowd at the Route 93 water crossing, our assemblage had broken up. At the finish, I learned that I had indeed won the water crossing contest. Congratulatory pats on the back were next followed by a good dunk in the river and a cold beer, or two.

The Blackwater mountain bike race is a fine event and I'll be certain to do it again next year. If you have never tried mountain biking, I suggest that you buy, beg, borrow or steal one as soon as possible and check it out. You'll find it to be fantastic training for motorcycle racing, as Kevin Hines and Larry Roeseler can attest. It's relatively cheap and a heck of a lot of fun. And, a mountainbike is the perfect solution for getting in an hour of practice on a weeknight, without having to trailer your bike to a legal riding spot.

Finally, the Blackwater Bike Shop sponsors an Ironman award honoring that individual with the best combined times for both the bicycle and motorcycle races. So, maybe next Father's Day, we'll see you in West Virginia for a full weekend of racing, with both your bikes. □

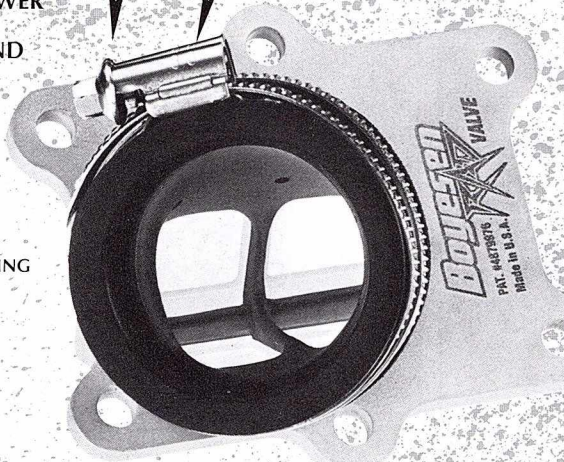
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ECEA No. _____

AMA No. _____ Expires: _____

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- ☐ AA ☐ A ☐ B ☐ C
☐ Senior (40+) ☐ Super Senior (50+)
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I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

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Delaware Enduro Riders, Inc.
2190 South College Avenue • Newark, Delaware 19702
present the



28th Annual

DELAWARE STATE ENDURO

AMA NATIONAL CHAMPIONSHIP

October 27, 1991

Key Time 7:00 AM Eastern Standard Time

Directions: The start is located off US Route 40 on Porter Road at Gloryland Park. Arrowed from Route 40, east or west.

Starting Position: Will be determined by drawing on October 16. Rider information and confirmation will be mailed after the drawing. **No refunds.**

Payment: Make check payable to Delaware Enduro Riders Inc., and mail to Rick Meeker, P.O. Box 25, St. Georges, DE 19733. **Pre-entry \$25, post-entry \$27.**

Requirements: All riders must have a valid motorcycle drivers license, and all machines must be fitted with a valid license plate with a current registration, and a

securely attached, working muffler. There will be a sound test at the start. All entrants must have a current AMA and an ECEA card. ECEA tests for new members will be given Saturday between noon and 7 P.M. No tests will be given Sunday.

Lodging: Unlimited camping available at the start. Motels nearby on Delaware Route 13.

(No entertainment Saturday night)

Food: Food and refreshments available Saturday and Sunday. Breakfast available Sunday morning.

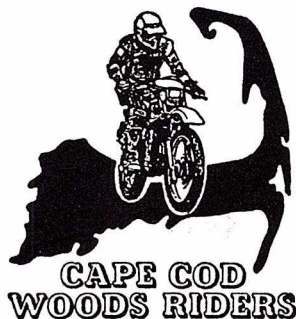
Information: (302)378-7512 (Entries), or (302)834-4411 (Referee).

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Dual Sport # 2

Sunday, October 20, 1991
Entry Fee \$15, Singles & Doubles



Come enjoy 100-plus miles of the Cape's wooded and dirt roads, and scenic coast and ponds. This event is for dual sport motorcycles only—no converted dirt bikes.

No aftermarket exhaust systems allowed—no exceptions.

NETRA sanctioned—non-NETRA members can join NETRA and ride for free!

For more information, call Ernie at (508)362-3257.

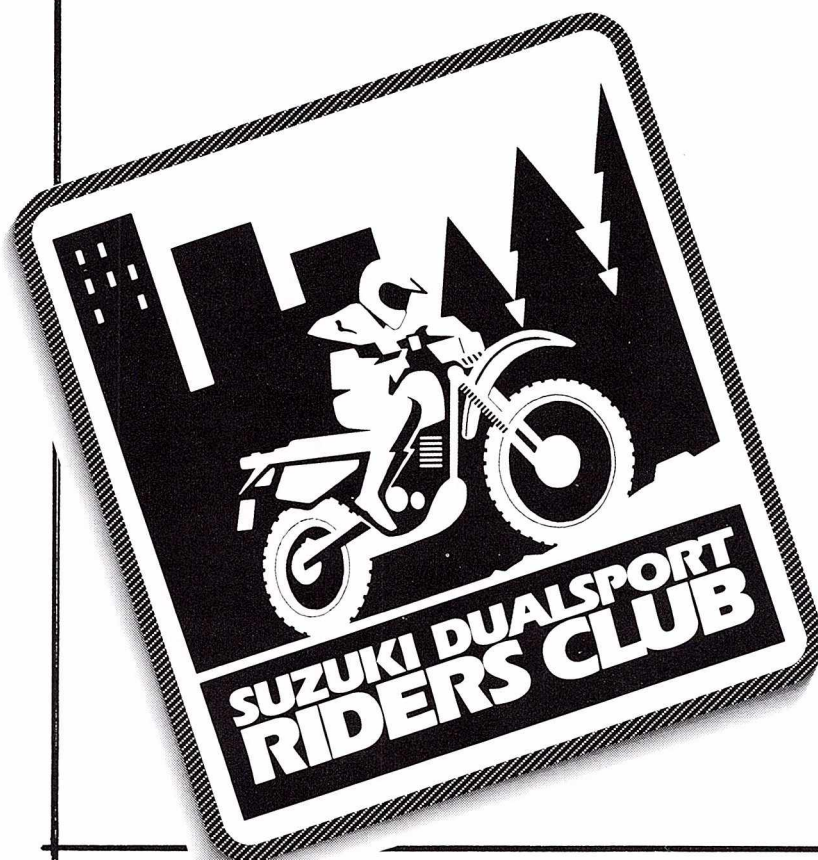
Start will be at the commuter parking lot behind Burger King at Routes 6 and 132 in West Barnstable, Massachusetts. Exit 6 on the Mid-Cape Highway.

Sign-up at 8 A.M., start at 9 A.M.

Prizes awarded at finish.

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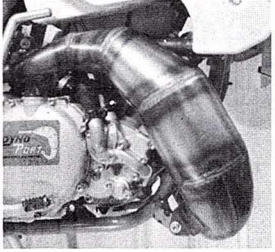
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
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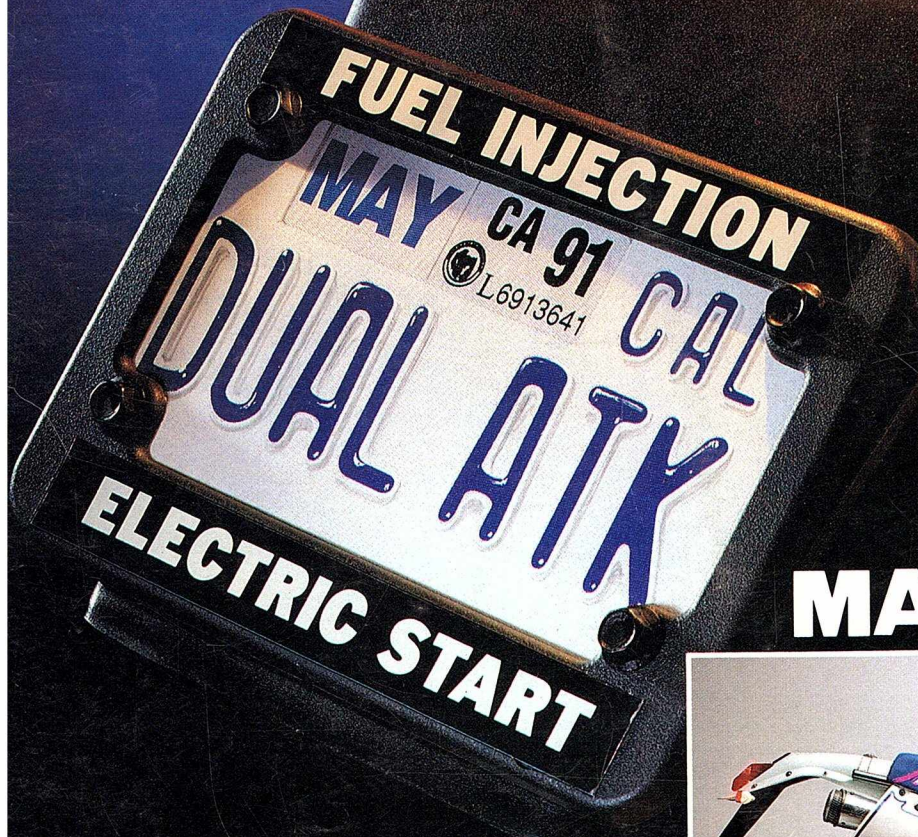
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